



COMMUNITY CLIMATE ACTION PLAN PHASE 3

COMMUNITY ENGAGEMENT SUMMARY REPORT

NOVEMBER 2020

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EXECUTIVE SUMMARY

The Community Climate Action Plan (CCAP) will set the direction for reducing local greenhouse gas (GHG) emissions and supporting a cleaner, healthier, lower-carbon future. Engagement for Phase 3 of the CCAP project asked stakeholders and community members to provide their input on the 25 policy options under the eight “Big Moves” (see Figure 1). These draft options and actions have the potential to reduce community emissions by up to 85% by 2050 and enable Kamloops to align itself with international efforts to limit global temperature rise to 1.5°C.

Engagement activities in Phase 3 were undertaken in September and October 2020 and consisted of an online survey, three in-person open houses, one virtual engagement session, a discussion forum on Let’s Talk Kamloops, a stakeholder advisory group, and community group presentations (see Table 1). Participation in the various engagement opportunities represented people from throughout Kamloops neighbourhoods and of various ages. Key questions that guided stakeholder and community feedback included the following:

- What is your level of support for each Big Move and its associated policy options?
- Please share any comments or thoughts you have about these options.

The feedback received from all engagement activities was largely in support of the policy options presented, with valuable input provided on ways to refine the policies. Respondents also commented on which jurisdictions could lead or support actions (e.g. the City, provincial or federal governments, individual citizens, or the private sector). Some also called for more information on the costs of actions, which is being addressed through the development of an economic analysis of the CCAP’s draft policy options.

The online survey offered an opportunity for broader public participation, with 532 people responding. With the majority of respondents (89%) viewing climate change as a somewhat or very serious problem, it would be expected that these respondents may be more likely to support climate action policies. However, there was variation in responses that indicated relative levels of support and enabled a distinction between some of the most unanimously supported policies and those that may be more sensitive. Being able to identify the relative level of support for policy options is helpful in guiding efforts for refinement, exploring further implementation considerations, or additional consultation during the next phase of engagement.

The survey also collected 924 open-ended comments related to the policy options, while the in-person and virtual open houses provided opportunities for in-depth discussion. This detailed qualitative feedback has been summarized within the following engagement summary report.

INTRODUCTION

The CCAP will set the direction for reducing local GHG emissions and supporting a cleaner, healthier, lower-carbon future. The plan will identify short-, medium-, and long-term strategies that have the potential to reduce our emissions by up to 85% by 2050 to align with global efforts to limit global temperature rise to 1.5°C. The plan consists of four phases and is scheduled to be presented to City Council for consideration and adoption in spring 2021.

Phase 1 (Understanding the Present) consisted of completing background research and collecting baseline information to understand Kamloops' community energy and emissions profile and to explore unique opportunities and challenges for action. Key internal staff reviewed and provided input on research findings. Key questions for providing input included the following:

- Based on your read of relevant sections of the document, can you suggest any key additional challenges or opportunities impacting GHGs in your subject discipline area and/or expertise?
- Did we sufficiently capture the policy context in Kamloops for your relevant subject discipline area and/or expertise?

The resulting Situational Analysis report from Phase 1 is located under the Document Library on [Let'sTalk.Kamloops.ca/ClimateAction](https://letstalk.kamloops.ca/ClimateAction).

Phase 2 (Exploring the Future) involved developing preliminary draft policy options and actions in collaboration with internal stakeholders that will set the course for emissions reduction within the community. Phase 2 also consisted of seeking input from internal and key external stakeholders on draft policy options and actions for refinement. Questions to guide feedback included the following:

- Did we capture your input?
- Is there anything missing that we should be considering?

The resulting Options paper from Phase 2 is located under the Document Library on [Let'sTalk.Kamloops.ca/ClimateAction](https://letstalk.kamloops.ca/ClimateAction).

The second half of Phase 2 and first half of Phase 3 involved developing bolder policy options to enable Kamloops to contribute to international efforts to keep global warming at 1.5°C, as per the Intergovernmental Panel on Climate Change's (IPCC's) report released in 2018.¹ The report emphasized that society needs to transition off of fossil fuels by 2050 to limit global warming and avoid more severe impacts on humans and the natural environment.

¹ IPCC, 2018: *Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty* [Masson-Delmotte, V., P. Zhai, H.-O. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors,

The following reports and documents resulting from work completed during this project period are located under the Document Library on [Let'sTalk.Kamloops.ca/ClimateAction](https://letstalk.kamloops.ca/ClimateAction):

- Climate Response Paper
- Big Moves: Summaries and Policy Options

The second half of Phase 3 (Choosing our Future) consisted of seeking community and stakeholder input on draft policy options and directions.

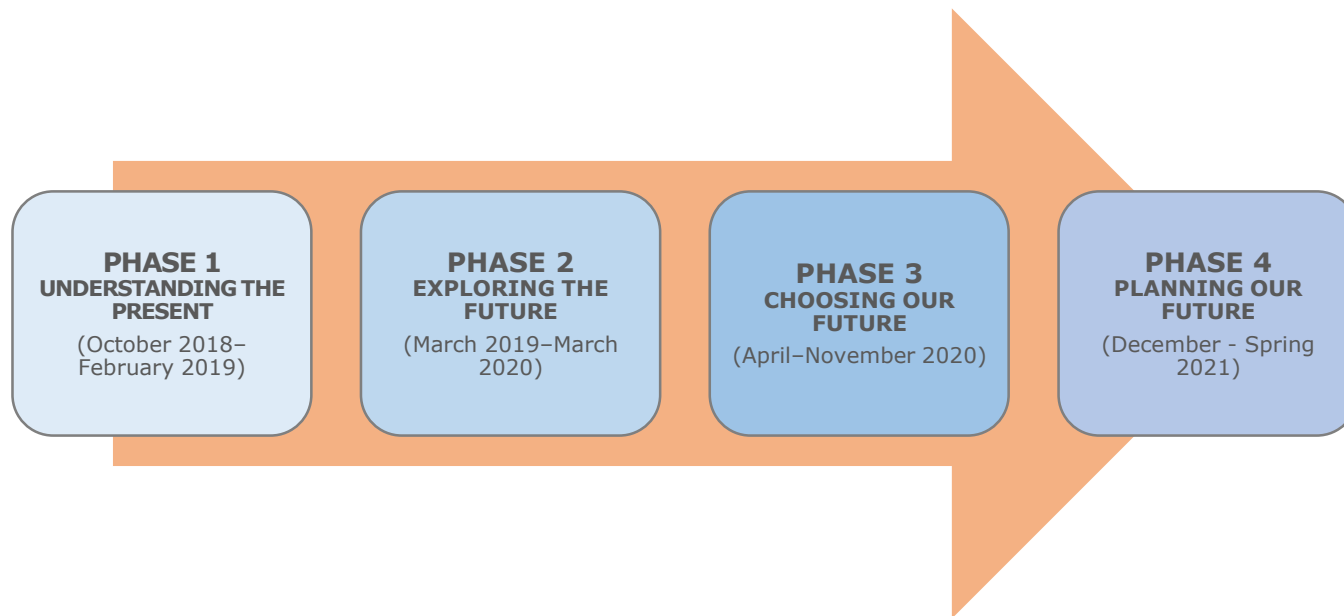


Figure 1: Community Climate Action Plan Project Timeline

This report summarizes the engagement activities and input received during Phase 3.

J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)).
https://www.ipcc.ch/site/assets/uploads/sites/2/2019/06/SR15_Full_Report_High_Res.pdf

SUMMARY OF ENGAGEMENT ACTIVITIES

The City conducted a series of engagement activities in Phase 3 to solicit feedback from stakeholders and the community on the draft policy options, which ran from September to October 2020. Opportunities to provide input included the following:

ONLINE SURVEY

An online survey, which sought community feedback on the draft policy options and actions, was available on the project Let's Talk page from the beginning of September to mid-October. Survey questions asked respondents to indicate their level of support for policy options and share comments about the proposed options.

PUBLIC OPEN HOUSES (IN PERSON)

The City hosted three in-person open houses at the Kamloops Yacht Club for the public to provide their input on the draft policy options to the project team. Each open house featured a presentation, a Q&A session, and an interactive poster board display. COVID-19 safety protocols were in place.

VIRTUAL ENGAGEMENT SESSION

The City offered a two-hour virtual engagement session for residents to receive an overview of the project and engage live with City staff on the plan's draft policy options. The session was organized using Zoom and featured a staff presentation, a Q&A session, and various opportunities for participants to provide feedback.



LET'S TALK KAMLOOPS ONLINE PLATFORM

The Let's Talk online platform contained project background information and provided the public with several engagement opportunities to provide their feedback on the draft policy options and actions. Opportunities to provide input included a discussion forum on the 25 policy options under the eight Big Moves, a platform for the public to share their climate action stories, quick polls, and a Q&A section to ask the project team any questions about the project. Other project information on

the Let's Talk platform included an FAQ, a document library with all relevant project deliverables, and links to sustainability-focused resources.

CCAP ADVISORY GROUP

The CCAP Advisory Group, which consists of representatives from 14 key organizations, institutions, and community, development, and business groups, met with City staff during Phase 3 to provide their input on the draft policy options and the City's public engagement strategy. In addition, City staff offered the opportunity to present the draft policy options and actions to individual group members and their organizations upon request.

Advisory group members also played a role in helping to promote engagement activities within their networks. The group was created to ensure that the best interests of Kamloops residents, groups, and institutions have been considered in developing the plan.

PRESENTATIONS TO COMMUNITY GROUPS

Upon their request, City staff presented to three community groups (British Columbia Lottery Corporation, Kamloops Central Business Improvement Association, and the Kamloops Chamber of Commerce) to present the draft policy options. The format of these presentations did not allow for formal feedback per se, but there was discussion and Q&A, and participants were encouraged to complete the online survey and/or attend one of the engagement sessions.



ENGAGEMENT PARTICIPATION

This section summarizes the engagement activities conducted in phase 3 and their levels of participation.

Community Engagement (Online and In Person)	Social Media	News Media
<ul style="list-style-type: none"> 1,200 Project Let's Talk page views (available from August 25–November 2020) <ul style="list-style-type: none"> 29 engaged (contributed to forums and quick polls) 240 informed (visited FAQs or key dates, downloaded a document) 805 aware (visited the page) (unique visitors) 532 online survey respondents, with 924 comments 32 comments on the Big Moves discussion forum from 12 contributors 17 quick poll respondents 22 participants at in-person open houses 26 participants in the virtual engagement session Over 1,500 Sustainability Newsletter recipients with project information and opportunities to provide feedback 30+ community, business, industry, and neighborhood groups targeted via direct email on project and engagement opportunities 3 presentations to community groups ~80 project posters distributed internally and to several Kamloops businesses and community development agencies 	<p>Facebook</p> <ul style="list-style-type: none"> 11 posts, 9,172 reached, 95 link clicks, 43 likes, 6 shares, and 4 comments <p>Twitter</p> <ul style="list-style-type: none"> 10 posts, 11,342 impressions, 265 engagements, 20 retweets, 18 likes, and 63 link clicks <p>Instagram</p> <ul style="list-style-type: none"> 9 posts, 10,782 reached, 94 likes, 3 shares, and one comment <p>Linked In</p> <ul style="list-style-type: none"> 4 posts, 974 reached, 13 likes, and 24 clicks 	<ul style="list-style-type: none"> one news release one radio interview 5 news articles CastanetKamloops.net - 9,363 impressions, 8 click-thrus KamloopsThisWeek.com - 28,877 impressions, 46 click-thrus

ENGAGED GROUPS

The table below outlines the internal and external stakeholders who were contacted via email and/or through project poster distribution to inform about the project and encourage them to provide their input. City staff also encouraged stakeholders to share the project information and opportunities for feedback within their networks.

Neighborhood Associations	Industry Members and Business Groups	Community Groups	City, Institutions and Government Agencies
<ul style="list-style-type: none"> • Aberdeen Neighbourhood Association • Barnhartvale Community Association • Batchelor Heights Community Association • Brocklehurst Community Association • Dallas Community Association • Downtown Neighbourhood Association • Dufferin Neighbourhood Association • Heffley Creek Community Recreation Association • High Country Neighbourhood Society • Juniper Ridge Community Association • McDonald Park Neighbourhood Association • North Shore Central Community Association • Pineview Valley Community Association • Sagebrush Neighbourhood Association • Sahali Community Association • Valleyview Community Association • Westsyde Community Development Society 	<ul style="list-style-type: none"> • FortisBC • Chamber of Commerce • Venture Kamloops • BC Trucking Association • Canadian Home Builders' Association - Central Interior • Emterra • Domtar • New Gold - New Afton Mines • BC Lottery Corporation • Business Improvement Associations (Kamloops Central and North Shore) • Kamloops & District Real Estate Association 	<ul style="list-style-type: none"> • BC Sustainable Energy Association - Kamloops Chapter • Tourism Kamloops • Volunteer Kamloops • Kamloops Air Quality Roundtable • BC Cattlemen's Association • Kamloops Immigrant Services • Kamloops Multicultural Society • Grasslands Conservation Council of BC • Kamloops Bike Rider's Association • Kamloops Innovation Centre • Kamloops North Rotary • Kamloops Physicians for Healthy Environment • Riverside Energy Systems • Tolko Industries • Kamloops Association of Low Carbon Active Transportation 	<ul style="list-style-type: none"> • BC Transit • Thompson Rivers University • Ministry of Environment and Climate Change Strategy • Tk'emlúps te Secwépemc • Interior Health • School District No. 73

RESULTS

This section summarizes the feedback received from stakeholders and community members on the draft policy options through the various Phase 3 engagement activities.

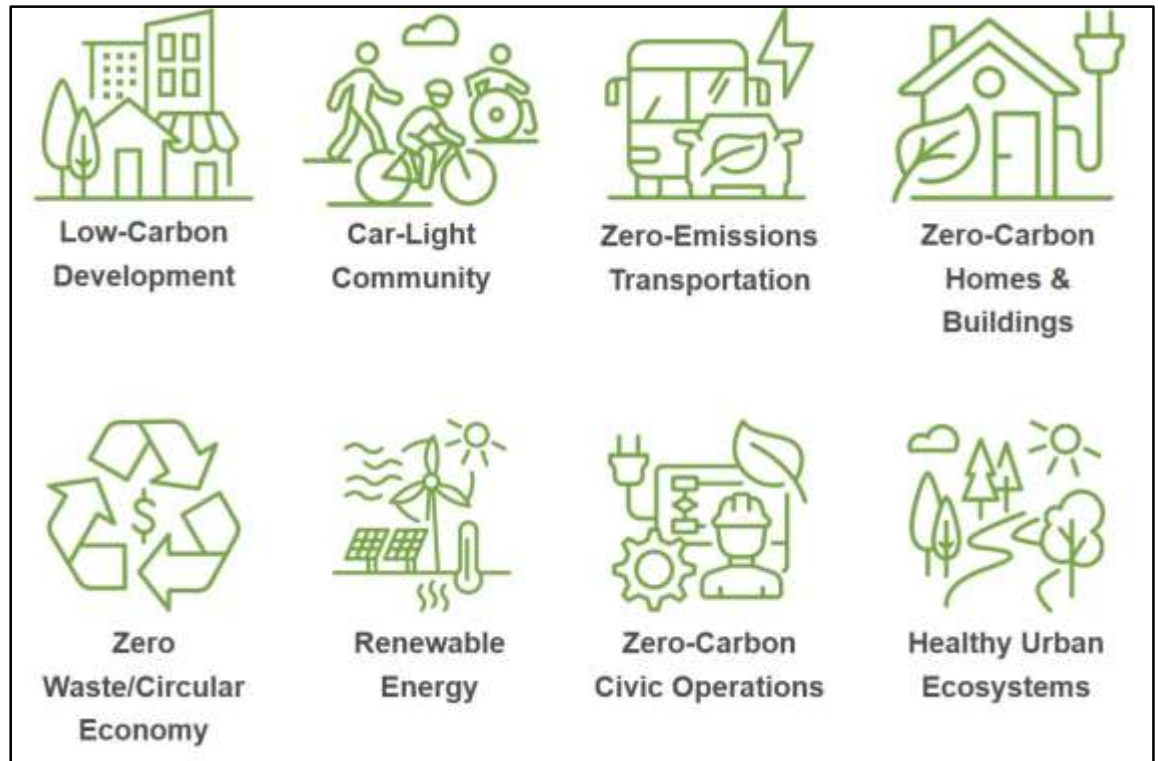
BIG MOVES

Engagement activities in Phase 3 asked stakeholders and community members to provide their input on the 25 policy options under the eight Big Moves. These draft options and actions have the potential to reduce community emissions by up to 85% by 2050 and enable Kamloops to align itself with international efforts to keep global temperatures at 1.5°C.

Key questions that guided stakeholder and community feedback included the following:

- What is your level of support for each Big Move and its associated policy options?
- Please share any comments or thoughts you have about these options.

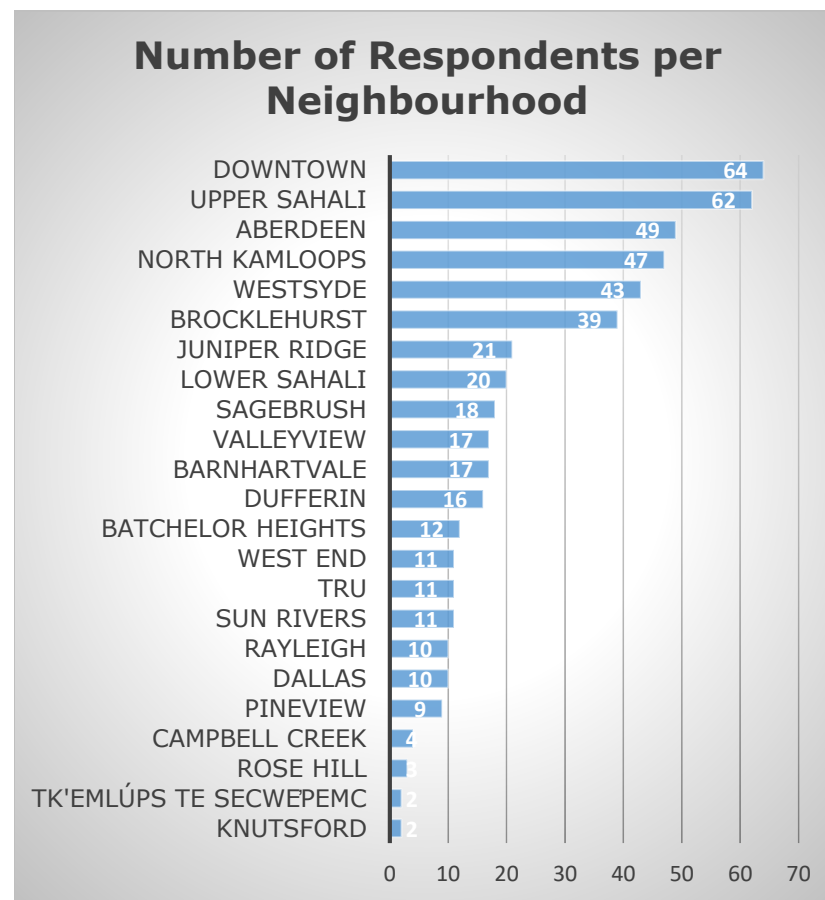
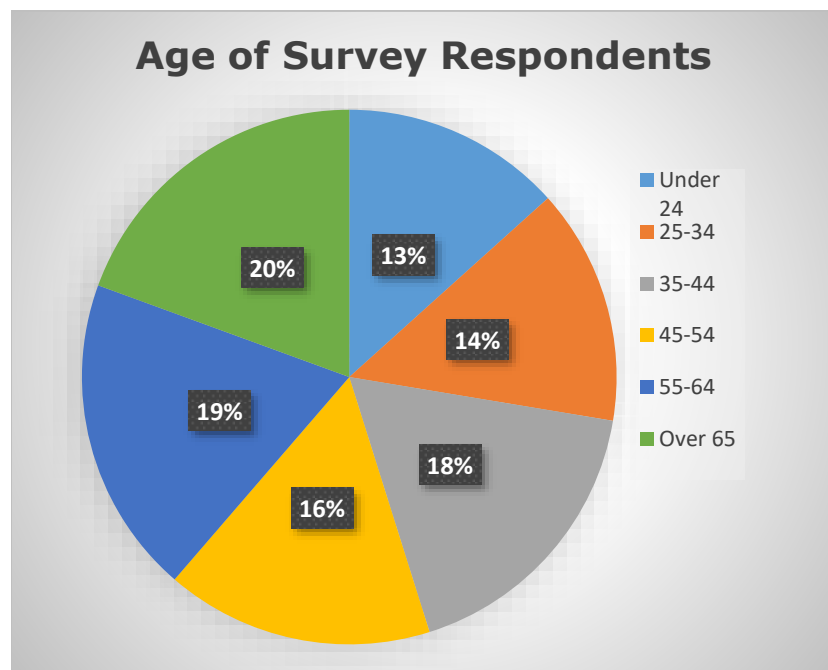
For more information about the eight Big Moves policy options, visit Let'sTalk.Kamloops.ca/ClimateAction.



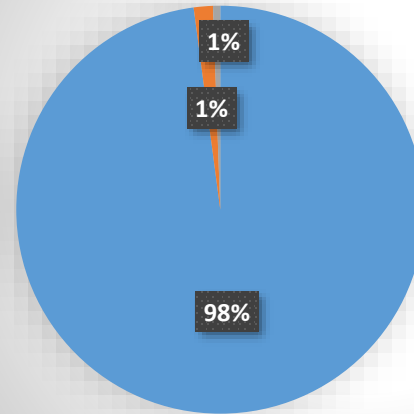
ONLINE SURVEY

Survey Respondent Demographics

There were 532 survey respondents from throughout the Kamloops area. There was representation from all age groups, although a higher proportion of those aged 55 and over answered the survey. A total of 98% of participants were responding from the perspective of a citizen, and over three-quarters of respondents viewed climate change as a very serious problem. A total of 11% of respondents thought climate change was either not a problem, or not too serious a problem. While the survey was largely targeted to the public, we did provide an option for those answering in other capacities (e.g. business).

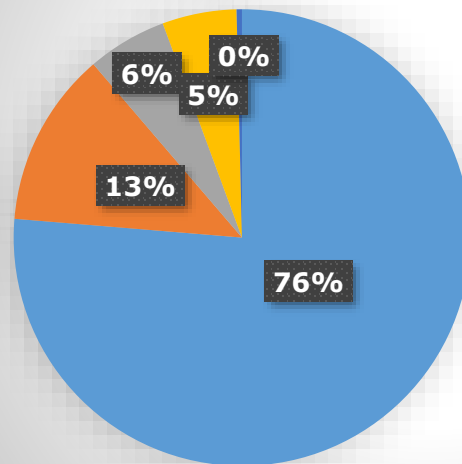


Position of Survey Respondents



- Citizen/General Public
- Business and Institutions
- Development Community

Respondents' perspective of how serious a problem climate change is



- Very serious problem
- Somewhat serious problem
- Not too serious problem
- Not a problem
- Prefer not to say

Overview of Survey Results

The online survey offered an opportunity for broader public participation, with 532 people responding. With the majority of respondents (89%) viewing climate change as a somewhat or very serious problem, it would be expected that these respondents may be more likely to support climate action policies. However, there was variation in responses that indicated relative levels of support and enabled a distinction between some of the most unanimously supported policies and those that may be more sensitive (see table below). Being able to identify the relative level of support for policy options is helpful in guiding efforts for refinement, exploring further implementation considerations, or additional consultation during the next phase of engagement.

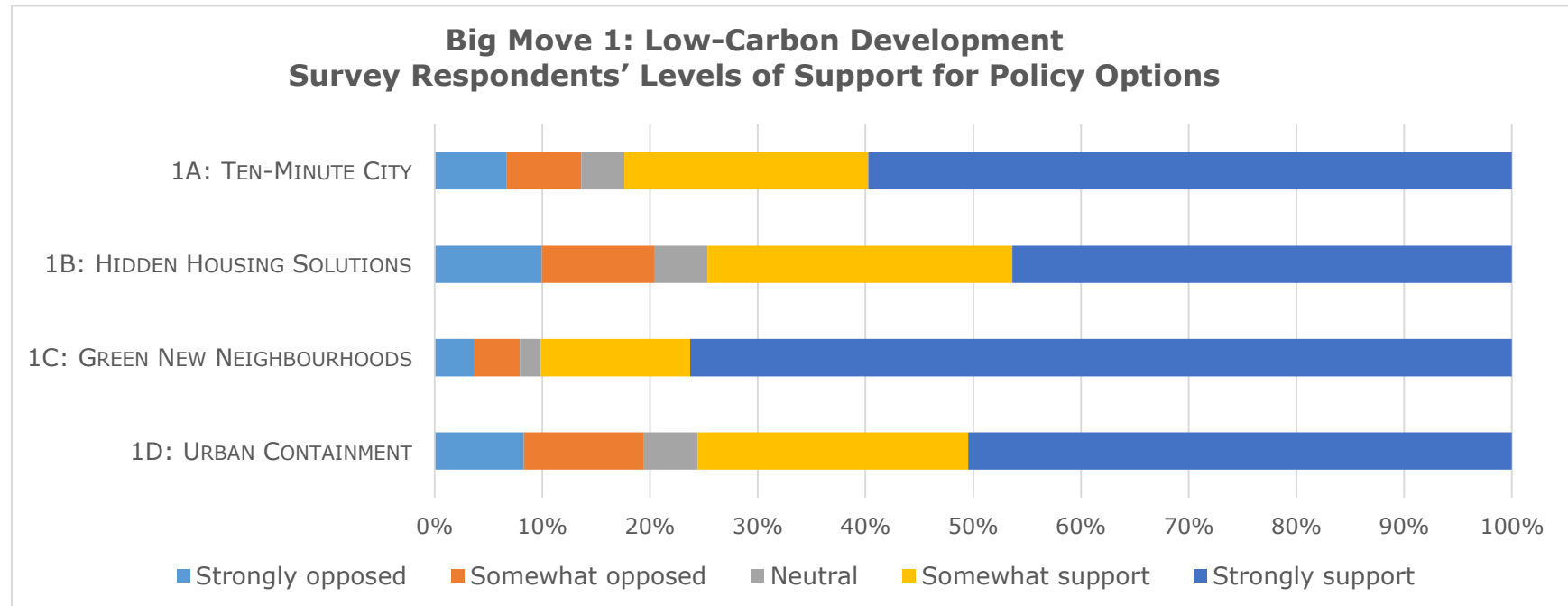
Survey Results: Policy Options with the Highest and Lowest Percentages of Respondent Support

Policy Options with the Highest Percentages of Respondent Support	Percentage in Support	Percentage Opposed	Policy Options with the Lowest Percentages of Respondent Support	Percentage in Support	Percentage Opposed
5C: Waste Diversion	94%	4%	1B: Hidden Housing Solutions	75%	20%
8C: Green Infrastructure	93%	5%	1D: Urban Containment	76%	19%
5B: Local Organics Collection and Processing	93%	5%	2E: Kamloops Car Share	77%	18%
2C: Optimize Transit and School Bus Service	91%	6%	3A: Zero-Emissions Vehicle Strategy (Light-Duty)	82%	15%
8A: Urban Forests for Climate Cooling	91%	8%	2A: Low-Emissions Superblocks and Zones	82%	15%

Survey Responses per Big Move

Respondents were asked to rate each policy option on a scale of 0 (strongly opposed) to 100 (strongly support). For the purposes of analyzing the data, the following categories were used to group scores: 0-24: strongly opposed; 25-49: somewhat opposed; 50: neutral; 51-75: somewhat support; 76-100: strongly support. Open ended comments were grouped by policy option and summarized. Below is a summary of both quantitative data and open ended comments for each of the Big Moves. Full verbatim comments can be viewed in Appendix A.

Survey Responses: Big Move 1: Low-Carbon Development



The highest level of support was for the Green New Neighbourhoods policy option, with 90% of respondents either somewhat or strongly in support of higher sustainable development standards for new subdivisions. This was followed by the Ten-Minute City policy to intensify growth in city cores, with 83% supportive answers. Urban Containment and Hidden Housing Solutions options were less favoured, with 19% to 20% of respondents either somewhat or strongly opposed to these policies.

Summary of 156 Comments on Low-Carbon Development Policy Options

1A: Ten-Minute City

Supportive comments agreed that concentrating growth in existing neighbourhoods, while ensuring access to green space, will promote more lively, walkable neighbourhoods. There were several comments advocating for mixed commercial/residential development. They stated the need for amenities such as groceries and restaurants close to where people live, in both existing neighbourhoods and new developments, to reduce the need to travel further. There was strong interest in building out a safe, separated (where feasible) cycling and walking network to accommodate the vision of the Ten-Minute City policy option. Transit

improvements were also called for (more routes, increased frequency, free/low cost) in order for these types of policy options to be effective. Some concerns included that people living in the outskirts will bear a heavier burden as they will have less access to services and that some residents prefer to live in single-family homes in the suburbs rather than in an urban core.

1B: Hidden Housing Solutions

There was more support for encouraging or incentivising secondary-suite-ready new single-family developments rather than requiring them. There were concerns that a policy requiring secondary-suite-ready homes will have a negative impact on the availability of street parking and neighbourhood character. It was noted that more secondary suites could increase the inventory of affordable housing.

1C: Green New Neighbourhoods

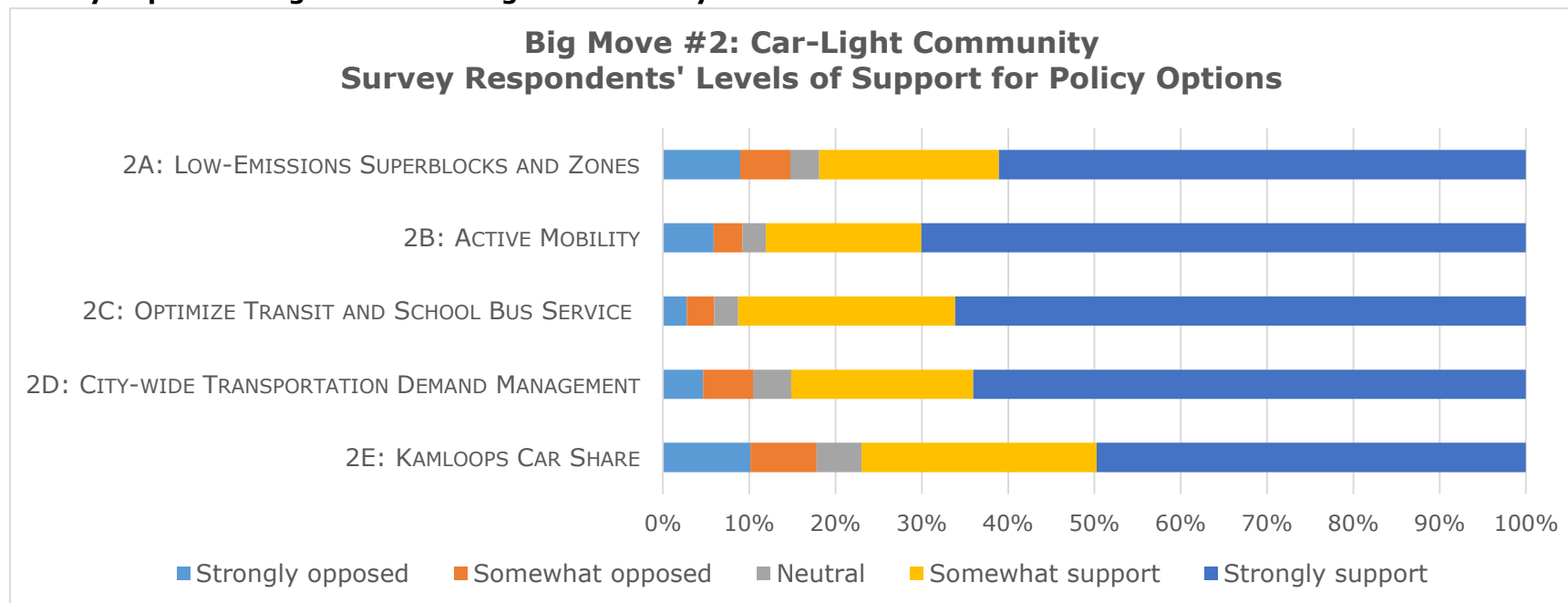
There was support for sustainable growth in the city's outskirts to allow for population growth and affordable housing. It was suggested to broaden the notion of sustainable standards to include accessibility, walkability, and bike-friendly considerations; and integration of commercial hubs, green spaces, trees, and enhanced soils. Respondents voiced a need to consider ways to mitigate negative impact of higher sustainable development standards on housing affordability. There were suggestions to encourage solar-ready new construction through tax credits and other incentives.

1D: Urban Containment

Supportive comments for urban containment noted that, in addition to reducing emissions, it will also protect natural areas and agricultural lands and promote a more compact, complete city. Concerns included that restricting growth to existing areas will negatively impact housing availability, affordability and the construction industry.



Survey Responses: Big Move 2 Car-Light Community



The Optimize Transit and School Bus Service policy option had the highest level of support, with 91% of respondents either somewhat or strongly in support of these measures. This was followed by the Active Mobility policy to facilitate cycling and walking, and transportation demand management programs for sustainable transportation, with 88% and 85% supportive responses respectively. The Low-Emissions Superblocks and Zones policy option received 82% supportive responses, and 18% of respondents were either somewhat or strongly opposed the development of a city-wide car share program.

Summary of 140 Comments on Car-Light Community Policy Options

2A: Low-Emissions Superblocks and Zones

Support for superblocks mainly centred on downtown and the benefits of encouraging cycling and walking. There were suggestions for additional locations for superblocks along the Tranquille corridor, on 5th Avenue to connect Sahali to downtown via the Xget'tem' Trail, and on McGill Road between Dalhousie Drive and Summit Drive. Concerns about superblocks involved

accessibility issues for those with reduced mobility to access no-car zones and doubts about Kamloops' suitability for the superblock model. Some respondents were against prioritizing low-emissions vehicles in certain areas.

2B: Active Mobility

Cycling infrastructure was a major theme, with several respondents highlighting the need for segregated bike lanes and connected paths to increase safety. Common barriers to cycling noted by respondents included the lack of connectivity and poor condition of some current bike lanes/paths, challenging conditions (hills, adverse weather), bike theft, and a shortage of secure bike parking. Suggestions to facilitate cycling included a public bike sharing system, bike repair stations, public showers, vertical and/or covered bike parking, assistance with hills (e.g. Norwegian bicycle lift system), and to encourage food delivery services by bike. Respondents also showed support for E-bike and scooter sharing programs as well as incentives for E-bike purchases. It was suggested that E-bike paths need to be planned first, along with secure E-bike parking. One comment opposed incentives for E-bikes. A suggestion was to also promote other electric mobility devices, such as scooters.

To encourage walking, respondents desired complete sidewalks on both sides of major roads, pedestrian-controlled crosswalks on busy roads, off-road paths where feasible, and increased service level of snow removal from bike/walking paths. Other safety considerations were to install speed and red light monitoring in certain zones, have 30 km/hr speed zones, and to implement traffic calming street design in residential areas. It was also noted that active transportation may not be an option for some aging adults and those with mobility challenges.

2C: Optimize Transit and School Bus Service

Current concerns about the transit system mentioned included the inconvenience/length of time taken with multiple transfers, it is more expensive for a family than paying for parking, buses are running under capacity, and public health safety during the COVID pandemic. Suggestions for improvements to increase ridership included several respondents advocating for free transit, especially to promote short trips; increased frequency of service; greater reliability; rapid transit between high density areas; and better connectivity and less need to transfer buses. There was also support for the electrification of transit, school buses, and delivery vehicles. There were several comments in favour of encouraging walking to school and walking school bus programs, in coordination with the school district.

2D: City-Wide Transportation Demand Management

A couple of comments stated the need to encourage/incentivize transit commuting, carpooling, and ride sharing among individuals and companies. A concern was that working families may not have time to utilize sustainable transportation options, or they may not suit their needs.

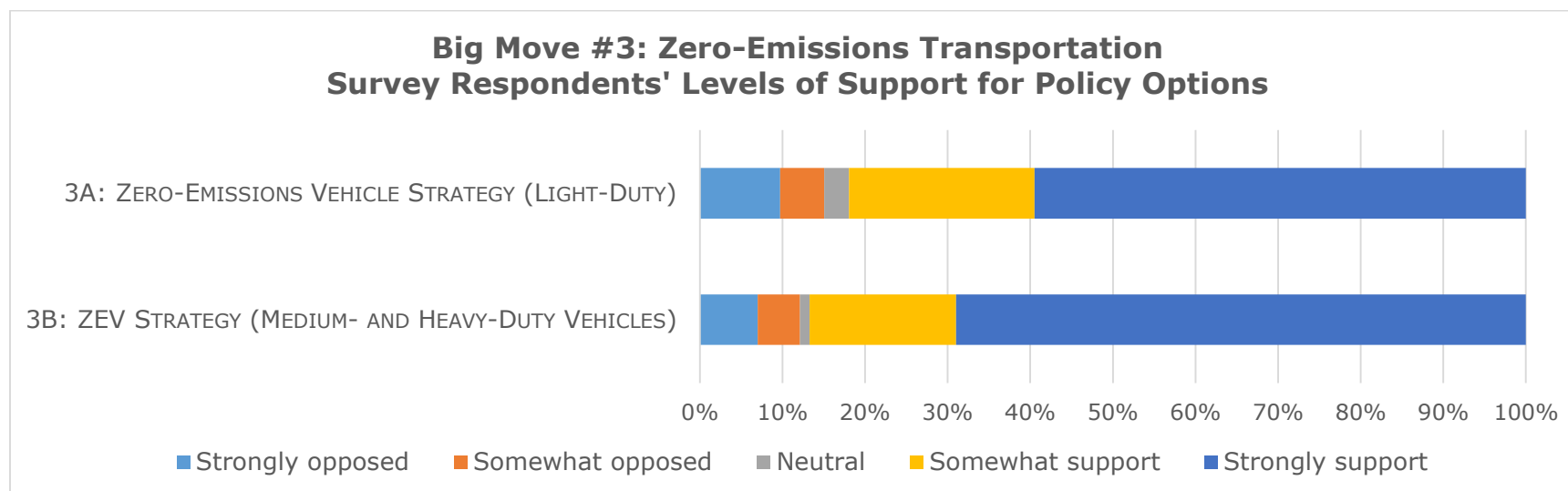


2E: Kamloops Car Share

Supportive comments for car sharing noted that young people and students may find it helpful. It could also decrease parking demand and reduce private vehicle ownership. Challenges to car sharing mentioned included spread out neighbourhoods, difficulty for families with car seats, expense, insurance, damage to vehicles, and COVID safety concerns. A couple of respondents desired the availability of ride hailing services (especially those using zero emissions vehicles [ZEVs]), while another mentioned that future use of autonomous vehicles could decrease parking pressures. Note: it was evident from the responses that there may be some misinterpretation of terminology, such as ride hailing (ordering a customized ride online, usually via a smartphone application), ride sharing (carpooling), and car sharing (membership-based service to access a fleet of shared vehicles).



Survey Responses: Big Move 3 Zero-Emissions Transportation



87% of respondents somewhat or strongly supported measures to support zero emissions medium- and heavy-duty vehicles, while 82% responded in favour of strategies to encourage electric light-duty vehicles.

Summary of 124 Comments on Zero-Emissions Transportation Policy Options

3A: Zero-Emissions Vehicle Strategy for Light-Duty Vehicles

Overall, there were many supportive comments from respondents on transitioning to electrified transportation and its impact on emissions reductions. There was a preference to encourage the transition through regulations and incentives (purchasing discounts, small tax break for EV owners, retrofitting for charging stations, access to public charging, and EV-ready new developments) instead of penalizing gas-powered car owners, particularly from low-income households. There were concerns that EVs are still expensive compared to gas-powered cars, and most households cannot afford to purchase an EV and/or the charging infrastructure (i.e. charging station at home). There were also concerns that low-emissions zones and priority ZEV parking could also discriminate against low-income households.

Some respondents opposed subsidies for electric transportation, citing environmental and labour issues in the production and supply chain of EVs. These include mining to produce the batteries and disposal at the end of their life, manufacturing the

vehicle itself and the impact of hydroelectric dams to supply increasing demand for electricity. Others preferred for incentives to come from the Province rather than the City. There were some suggestions for the City to support public education about the benefits of EVs over gas-powered vehicles and to address concerns about EV technology.

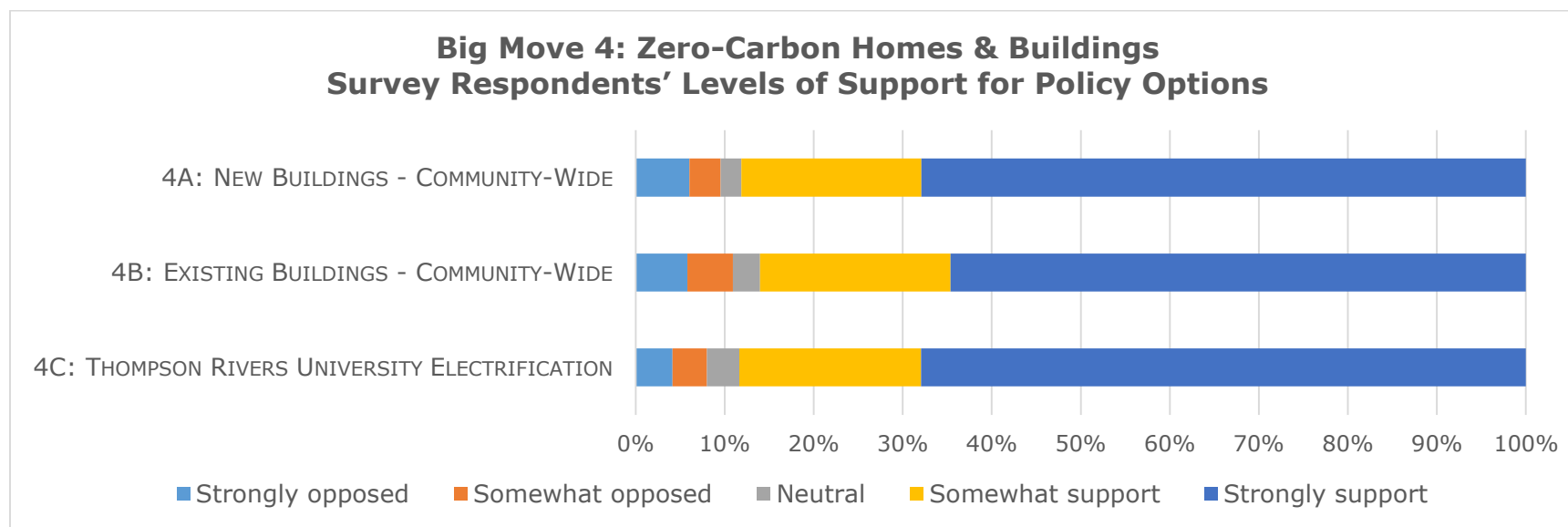
Some comments focused on the need to give more attention to other sustainable modes of transportation and reduce dependence on single-occupancy cars rather than solely promoting EVs as well as enforcing stronger restrictions to reduce or eliminate vehicle engine idling.

3B: Enhanced ZEV Strategy for Medium- and Heavy-Duty Vehicles

For medium- and heavy-duty vehicles, respondents preferred a focus on major industries and companies' fleets, transit, and school buses, with the City taking the lead. There were a couple of comments on the urgency to act, but strategically so that the cost of implementation is not a barrier to success. There were proponents of other low-emissions/renewable energy technologies such as solar and hydrogen fuel cells, while a few comments discouraged the use of natural gas-powered vehicles. Some were concerned about who is going to bear the cost of the policy options being proposed.



Survey Responses: Big Move 4 Zero-Carbon Homes & Buildings



88% of respondents somewhat or strongly supported both the zero-carbon targets and incentives for new buildings, as well as leveraging Thompson Rivers University's ambitious electrification goals. Retrofitting existing buildings received a similar level of support, at 86%.

Summary of 90 Comments on Zero-Carbon Homes & Buildings Policy Options

4A: New Buildings - Community-Wide

There was more support for energy-efficient requirements and regulations for new developments over retrofitting existing buildings. Some supportive comments were followed by concerns about the associated cost burden of implementation. There were some concerns about the performance of heat pumps in the Kamloops climate.

4B: Existing Buildings - Community-Wide

There was strong support for retrofit incentives but some worried that rebates and subsidies will not be enough to make retrofitting existing homes for improved energy efficiency affordable. There were several comments calling for tighter restrictions on wood-burning appliances or phasing them out completely. Other concerns included increased household cost of

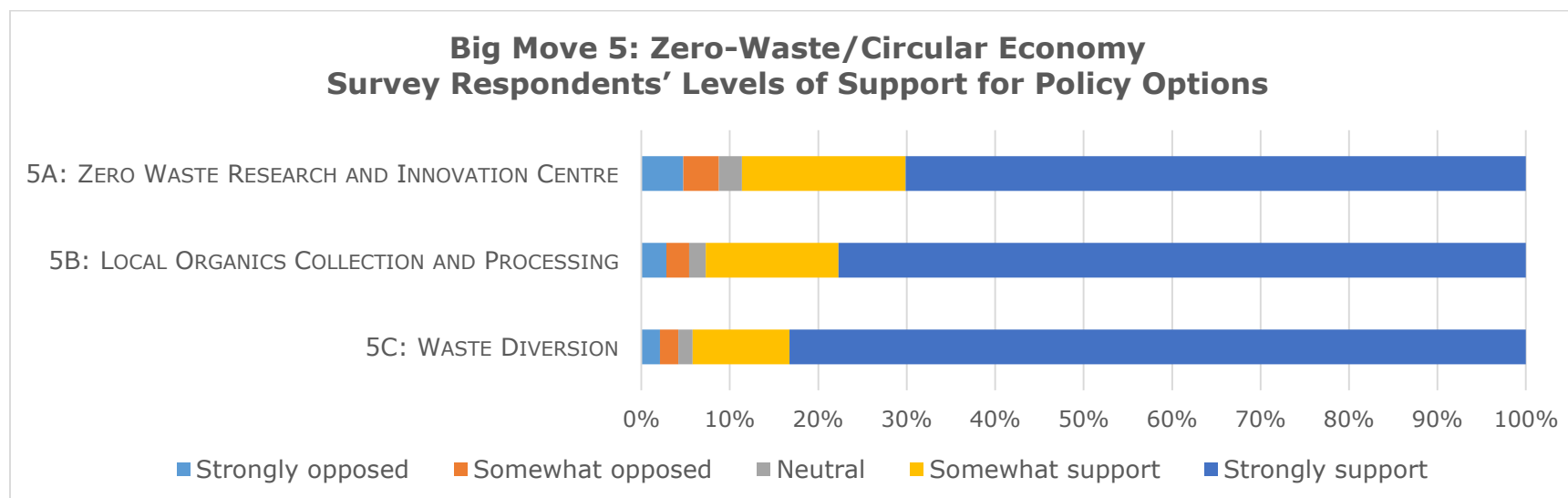
living from switching to electrified home heating, environmental impacts of generating hydroelectricity, that policy options are ambitious and unrealistic, and increased construction waste from retrofitting buildings. On the flip side, some respondents pushed for more urgency to act and requested that short- to medium-term targets be set, regulations be imposed, and incentives to accelerate implementation be made available.

4C: Thompson Rivers University Electrification

There were a few comments stating that Thompson Rivers University's carbon reduction program is a model that should be supported, while others commented on the impact of the COVID-19 pandemic on the university's ability to proceed with its carbon reduction program. There were suggestions to explore other renewable energy sources for greening new buildings in addition to, and in some cases instead of, low-carbon electrification, such as solar, geothermal, wind, green roofs/rooftop gardens, and rain collection.



Survey Responses: Big Move 5 Zero-Waste/Circular Economy



Overall, this Big Move received high levels of support. A total of 94% of respondents somewhat or strongly supported enhanced waste diversion, and 93% supported measures to collect and process all local organic waste for beneficial end uses. A total of 88% of respondents also showed support for the creation of a zero-waste research and innovation centre.

Summary of 140 Comments on Zero-Waste/Circular Economy Policy Options

5A: Zero Waste Research and Innovation Centre

There were concerns with relying on global markets to process our recyclable waste materials and therefore the need to develop capacity to process/upcycle more materials locally.

5B: Local Organics Collection and Processing

Many respondents expressed interest and support for implementing a curbside organics collection program. Some respondents specified that it should collect both yard (green) waste and food waste. Some respondents would rather the City encourage composting at a household- or neighbourhood-scale rather than in a city-wide collection system. There were some concerns that composting attracts pests/bears, and it was suggested to work on reducing food waste.

It was advised to approach waste-to-energy project opportunities with caution to ensure they meet the key goal of reducing emissions. There were some concerns about the resulting pollutants from combusting waste and producing biofuels.

5C: Waste Diversion

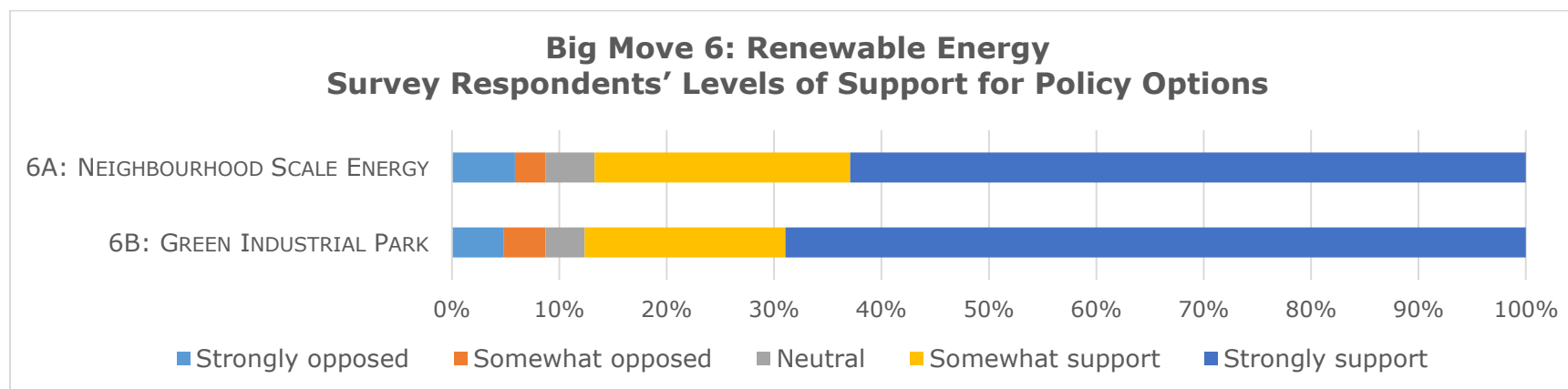
Several respondents wanted the City to make recycling materials more easy, understandable, and convenient, including accepting more materials in the curbside collection program, such as yard waste, polystyrene foam, glass, plastic bags, hazardous materials, etc. There is concern that relying on residents to deliver common materials to centralized depots for recycling leads to more of it being sent to the landfill and/or increasing the number of personal vehicle trips. Recycling these items at centralized depots may not be feasible for residents without access to a car. On the other hand, some thought that enhanced recycling services will increase household tax burden with limited environmental benefit.

There was support for taking action (rather than “explore”) to ban/eliminate single-use plastics in the city, and to provide meaningful support for businesses to transition away from single-use plastics. Waste reduction measures were seen as important, with several suggestions to focus on upstream waste production, including single-use and packaging items.

It was suggested that disposal rate structures need to encourage residents and commercial enterprises to properly divert construction materials from entering the landfill.

While some put forward that it was better to focus on key community emissions sources such as transportation and buildings, rather than waste, others preferred accelerating actions to reduce waste.

Survey Responses: Big Move 6 Renewable Energy



A total of 88% of respondents somewhat or strongly supported the creation of a green industrial park for low carbon research, technology, and manufacturing. Neighbourhood-scale renewable energy options received 87% supportive responses.

Summary of 77 Comments on Renewable Energy Policy Options

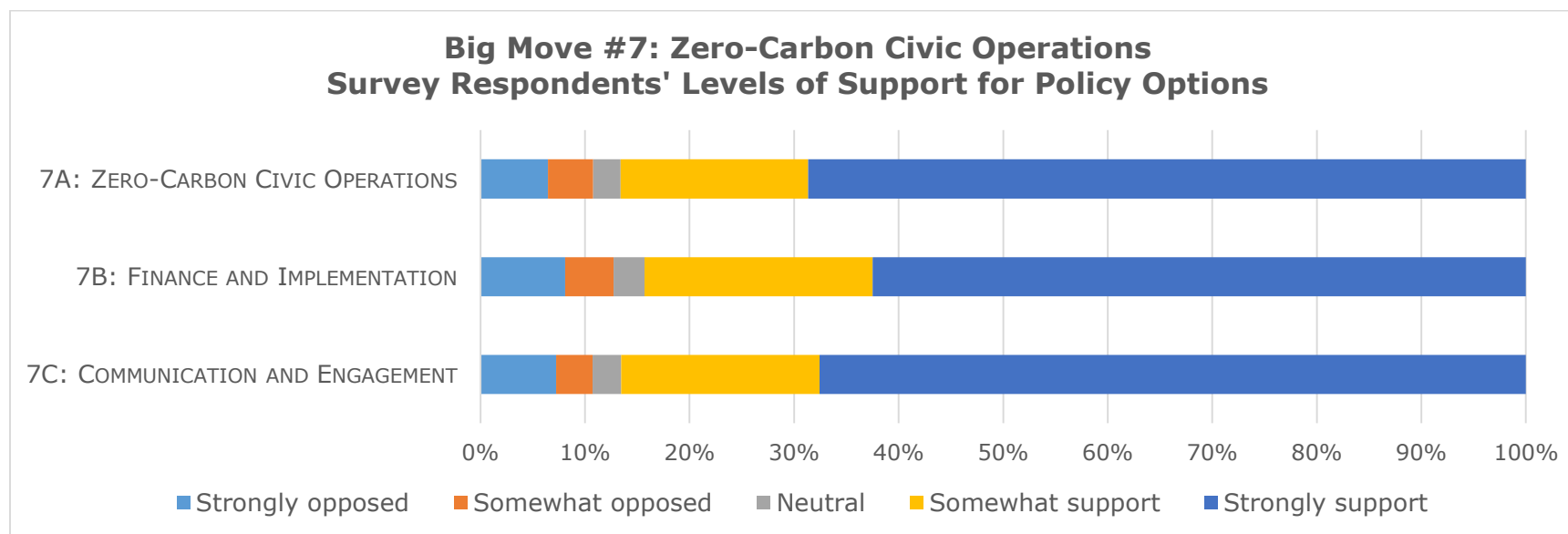
6A: Neighbourhood Scale Energy

Most supportive comments came with suggestions on different renewable energy solutions; solar, geothermal, district heating, and wind energy. Respondents advocated for rebates and incentive programs to encourage uptake and offset costs. Some respondents cited concerns which included cost impacts of policy options on households, policy options seemed to be out of City's mandate, whether the grid has the capacity to handle increased demand and questioning what is to be done with the renewable energy equipment at the end of its lifecycle. Others mentioned that the majority of electricity in BC is already hydroelectricity with a low carbon footprint.

6B: Green Industrial Park

There were several comments in favour of Kamloops becoming a hub for low-carbon research, technology, and manufacturing, while others questioned the suitability of Kamloops for this and the cost of developing it. Some suggested that the City should leverage academic research at Thompson Rivers University, existing industry expertise, and higher levels of government and learn from others within and outside Canada. Social enterprises and non-governmental organizations could also play a role in renewable energy programs. There were a few comments expressing the need for urgent action rather than to "explore" and "study" the policy options.

Survey Responses: Big Move 7 Zero-Carbon Civic Operations



A total of 87% of respondents somewhat or strongly supported the move towards zero carbon civic operations by phasing out fossil fuel use in buildings and fleet while supporting employee climate actions. The same percentage supported communication and engagement around the City's carbon reduction efforts. A total of 84% of respondents were in support of measures to finance and implement the zero-carbon policy.

Summary of 86 Comments on Zero-Carbon Civic Operations Policy Options

7A: Zero-Carbon Civic Operations

There were many comments in support of transitioning City operations to zero carbon. Some comments included suggestions such as planning fleet trips to project sites more efficiently, behavioural change management, reducing employee travel, and exploring a working from home strategy for employees. Some comments advocated for the actions to expand beyond City operations to schools, businesses (e.g. increasing the weight of sustainability considerations in requests for proposals), the province, and Canada-wide. Conversely, a few comments suggested it is not possible and/or advisable to have a completely zero-carbon society.

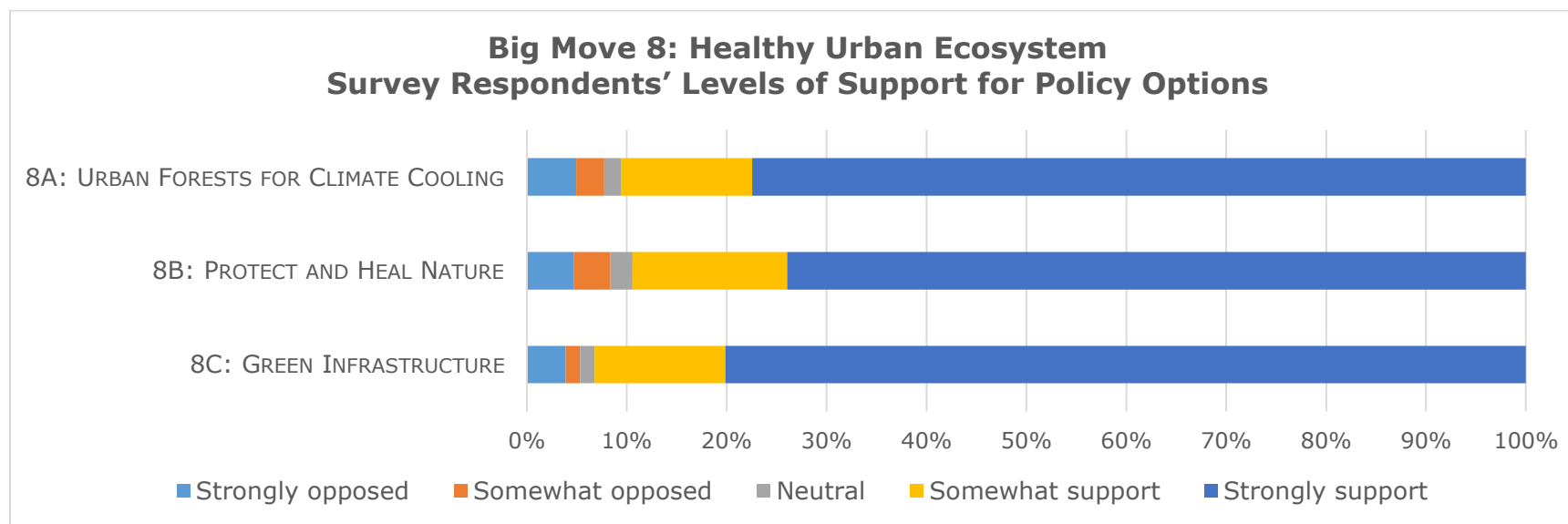
7B: Finance and Implementation

There were comments that expressed concern about the costs of implementation, the need to disclose costs to the public, and requests for a cost-benefit analysis. There were suggestions to have a “social lens” applied to operations/policy options in addition to a “climate lens” and to have measuring and reporting requirements for all other policy options, not just this one. There were comments about the urgency to act and get implementation underway, setting short- to medium-term targets. A few expressed their surprise that these actions are not already being done.

7C: Communication and Engagement

Some comments highlighted the need for the City to celebrate and announce wins and milestones for the public to see the sustainability/climate action work being done in order to build support. Education was a common theme, with specific calls to target youth and to provide information to address public skepticism about climate change and bring people on board. On the other hand, there were some comments that expressed a preference that the City should not spend money on education and outreach campaigns, but rather on implementing solid actions.

Survey Responses: Big Move 8 Healthy Urban Ecosystem



Overall, this Big Move received high levels of support. A total of 93% of respondents somewhat or strongly supported the integration of green technologies and vegetation with public infrastructure upgrades. A total of 91% of respondents supported measures to expand and enhance urban forests and green spaces. 89% of respondents also showed support for programs and strategies to protect and heal nature, including local carbon offsetting and biodiversity corridors.

Summary of 111 Comments on Healthy Urban Ecosystem Policy Options

8A: Urban Forests for Climate Cooling

The majority of comments received related to urban forests. Co-benefits of urban trees were cited such as beautification, connection to the natural world, ecosystem services, public and mental health, lifestyle improvements, and attracting tourism. There were many comments in support of increasing the urban forest canopy, particularly on public lands. There were several comments against regulating tree planting or removal on private lands. Suggestions for where to plant trees included within dog parks, to shade bus stops, and for developers to be required to plant a tree in new residential builds or be limited in the number of trees they can cut down in new developments.

It was suggested that incentives for planting trees, such as tree coupons or free seedlings, would be helpful and that volunteers could also be harnessed to plant trees throughout the city. Considerations mentioned were to ensure that invasive tree species not be used (and need to be removed), to plant pollinator-friendly and food-producing species, and to take steps to ensure the risk of forest fires is not increased. Several respondents highlighted that sufficient watering and tree maintenance is necessary in a dry climate to ensure that trees planted survive. A few stated a preference for xeriscapes and to plant native species suited to the local climate that require less watering.

8B: Protect and Heal Nature

Respondents stated the need to protect grasslands, wetlands, riparian areas, and other native habitats to support local biodiversity and to encourage diverse forests rather than uniform plantations. One respondent made the link that urban containment will protect habitat. A few respondents were against carbon offsetting, calling for direct emissions reductions instead. In terms of corridors, one respondent suggested to coordinate with the BC government to create a wildlife overpass for bighorn sheep on Mt. Paul to cross Highway 5 towards the river.

8C: Green Infrastructure

Suggestions included green roofs, rooftops suitable for bees, rain gardens, more community gardens, and using perennials instead of annuals on City lands for less resource use.



General Comments from Survey

There were several comments that were concerned about the impacts of industrial emitters, such as the pulp mill, that are out of the City's jurisdiction. Other concerns mentioned by respondents were related to budget, the need to prioritize actions and that targets were too low or not soon enough. A few respondents recommended Indigenous consultation on the CCAP. Several respondents stated that they needed more clarification for terms used in the survey (e.g. Transportation Demand Management, walking school bus, and renewable energy systems) in order to respond.



OPEN HOUSES (IN PERSON AND VIRTUAL)

Three in-person open houses were held, with a total of 22 participants. One virtual engagement session was held via Zoom, with 25 attendees, including 4 City Councillors. All participants were strongly encouraged to fill out the online survey; therefore, the emphasis of the sessions was to provide a forum for more detailed discussion, questions, and answers with City project staff and feedback on the policy options. Below is a summary of discussions and comments combined from all three engagement sessions (47 participants), arranged per Big Move.

Big Move 1 Low-Carbon Development

Participants mentioned the co-benefits of Big Move 1, including better health outcomes, mitigating chronic disease, and improving social connections. Mixed development is also seen as more equitable for people who cannot afford vehicles as it creates ease of access to needed goods/services. On the other hand, there was concern about the feasibility of a 10-minute city in communities like Barnhartvale, Brocklehurst, and Westsyde.

It was suggested to ensure there is enough parking when implementing policy options under hidden housing solutions.

There was some enthusiasm around urban containment, due to its ability to reduce urban sprawl, condense development, protect fragile grasslands, and secure agricultural land for food production, although it was acknowledged that it would be challenging to implement.

Big Move 2 Car-Light Community

Some participants thought it would be great to have part of the downtown core as walking and biking only. They envisioned that patios could expand to take over the whole of Victoria Street for at least a few blocks. Separating pedestrians and bikers from cars was seen as very important.

A participant noted that access to virtual health care services has increased and decreased people using their cars to travel to appointments by probably over 50%. Another mentioned that autonomous cars in a few years will reduce the need for parking space.

Ideas to encourage public transit included increasing frequency and creating a central transit area with free hop-on/hop-off options. There was a suggestion that car sharing should be provided by the private sector.



Big Move 3 Zero-Emissions Transportation

Some participants advocated for more incentives to transition to electric vehicles. With more powerful batteries at lower cost, EVs may be a better investment than natural gas or hydrogen vehicles. There was a suggestion to install electric vehicle charging stations at malls.

It was acknowledged that owning a big, fossil-fuel-burning vehicle has a cultural status amongst certain groups of people and that changing social norms may take time. Electric trucks are on the horizon, which may help with this.

Concern was raised that not all types of employment can accommodate electric vehicles, such as logging, forestry, and fire fighting.

Big Move 4 Zero-Carbon Homes & Buildings

Some participants noted that there is huge potential to becoming a “greener” city by accelerating requirements with regard to energy-efficient homes and buildings and by providing incentives to renovate existing homes and buildings.

It was noted that there are progressive developments in Kamloops that are already implementing carbon-reduction goals, and using LEED construction standards could enable developments to meet other environment, social and governance goals.

In terms of low-carbon heating, a common concern is the perception that electric heating is too expensive. The tiered consumption rates for BC Hydro lead some people to use gas for cost savings. It was suggested that the BC Hydro rates be revised in order to encourage the use of electric heating.

Big Move 5 Zero-Waste/Circular Economy

It was suggested that the City offer local organics collection and processing at a neighborhood scale.

There was a question around incentives to encourage people to recycle items such as clothing and furniture. Extended producer responsibility for bulky furniture items was suggested, as these items are often dumped in wild areas, but that producer responsibility will need to come from higher levels of government.

There was concern that many recyclable items end up on landfill (i.e. glass and wood) and the City should expand curbside recycling options.



Big Move 6 Renewable Energy

Some participants pointed out that Kamloops was a suitable location for solar energy. A few suggested that municipal leadership is needed (e.g. partnering with the community to allow the development of a community solar project).

On the other hand, a participant thought that with BC Hydro being a Crown corporation, we actually have lots of leverage to advance abundant clean energy across the province.

Another suggestion for renewable energy was to consider using biomass from wildfire risk reduction projects (i.e. slash piles).

Big Move 7 Zero-Carbon Civic Operations

Participants liked the idea of the City setting a good example, while also providing incentives for homeowners and businesses to follow the same path. It was suggested to include short-term targets and to encourage faster action. There was support for the City to replace fleet vehicles with electric vehicles when they come up for renewal in order to reduce emissions and longer-term operating costs. A participant suggested that energy sources like solar, wind, and geothermal along with battery storage be used to power city-owned properties/buildings, such as City Hall and any other civic facility that uses fossil fuels for heating.

Big Move 8 Healthy Urban Ecosystem

A participant cautioned that fire risk needs to be considered when increasing the urban forest canopy. It was also suggested to explore animal agriculture and local food production as part of implementing the Healthy Urban Ecosystem big move. Another noted that the development and transportation goals should be prioritized because they make up the majority of community emissions.

General Comments from Open Houses

Some respondents expressed that there is a need to prioritize and plan implementation, including setting interim targets. A participant wanted to see what the annual costs of the plan would be in order to reach the goals. It was suggested that a balance will be needed between incentivizing vs. mandating sustainable behaviours. Another suggestion was to work with Tk'emlúps te Secwépemc on the CCAP.



LET'S TALK DISCUSSION FORUM

The Let's Talk online platform allowed for participants to view information on each of the Big Moves and make comments regarding them. Below is a summary of 32 comments received from 12 contributors. The full comments are available to view in Appendix B.

Summary of Eight Comments on Big Move 1 Low-Carbon Development

Six comments were supportive of policy option 1D (urban containment), citing co-benefits of less sprawl; less reliance on personal vehicles; preservation of agricultural land for food security; and protecting grasslands, forests, and other ecosystems from development. The example of Portland, Oregon, was highlighted for its densification plan that includes provisions for affordable housing and maintaining neighbourhood integrity. Another suggestion was to remove mandatory parking minimums in new developments, leaving it to market demand, and to charge for on-street parking, using the revenue to fund green transportation projects. In terms of the green new neighbourhoods policy option (1C), it was suggested to clarify that this means going beyond the requirements of the Step Code. It was suggested that district energy systems be regulated in new developments, to ensure more affordable low carbon heating for households than electrification.

Summary of Seven Comments on Big Move 2 Car-Light Community

A couple of respondents commented that Kamloops is very car-centric community, with personal vehicles currently being subsidized (e.g. free on-street parking, low parking rates, and snow removal prioritized on streets rather than bike lanes/sidewalks). It was mentioned that there is little cost incentive for transit use, when parking passes are often equivalent in price to transit passes. Several comments were made regarding the need to have a network of safe, separated bike lanes with good cross-city connectivity, including dedicated multi use pathways from the suburbs to downtown. A few mentioned the role of E-bikes, but again that the infrastructure (e.g. separated bike paths) needs to be built for them and that communities such as Vancouver and Kelowna are developing shared-path plans for pedestrian/cycle/E-bike/micro mobility devices. Two people suggested a car free zone for part of Victoria Street. It was suggested that the City collaborate with the private sector on infrastructure that reduces single occupant vehicle use (e.g. safe bike storage at carpool sites). Another comment stated that autonomous cars in a few years will reduce the demand for parking space.

Summary of Four Comments on Big Move 3 Zero-Emissions Transportation

Three of the comments were strongly in favour of including E-bikes as part of this Big Move. It was noted that simply switching to electric vehicles does not reduce parking demand or road maintenance costs. However, a more complete and connected cycleway network will be needed to ensure the uptake of E-bikes. EV charging infrastructure should be concentrated near highways as they are needed for longer distance travel. Comments advocated for both E-bike and EV incentives.



Summary of Four Comments on Big Move 4 Zero-Carbon Homes & Buildings

Two suggestions were to accelerate energy efficiency regulations (i.e. Step Code) in Kamloops. One respondent thought incentives were not a good investment and that regulation was preferred, while another suggested providing incentives for retrofits.

Summary of Three Comments on Big Move 5 Zero-Waste/Circular Economy

Comments showed support for curbside organics and eliminating single use plastics, and it was suggested to include reducing food waste in the plan due to its high emissions reduction potential. There was enthusiasm from a respondent around the development of a zero-waste innovation centre.

Summary of Two Comments on Big Move 6 Renewable Energy

It was suggested that the City collaborate on the development of a community solar project, as Kamloops is a favourable location for solar energy. Clarification was sought to whether there will be any measurable emissions reductions from this Big Move as it does not have a target.

Summary of Two Comments on Big Move 7 Zero-Carbon Civic Operations

Both comments mentioned the need for interim targets to ensure short-term action. There was support for setting a good example.

Summary of One Comment on Big Move 8 Healthy Urban Ecosystem

There were questions concerning the current (baseline) percentage of urban forest canopy, and whether there are any independently verified local carbon offsetting programs. There was support for green infrastructure, with positive examples from Scandinavia cited, including natural corridors for multi-use paths that also function as parks and wildlife habitat.

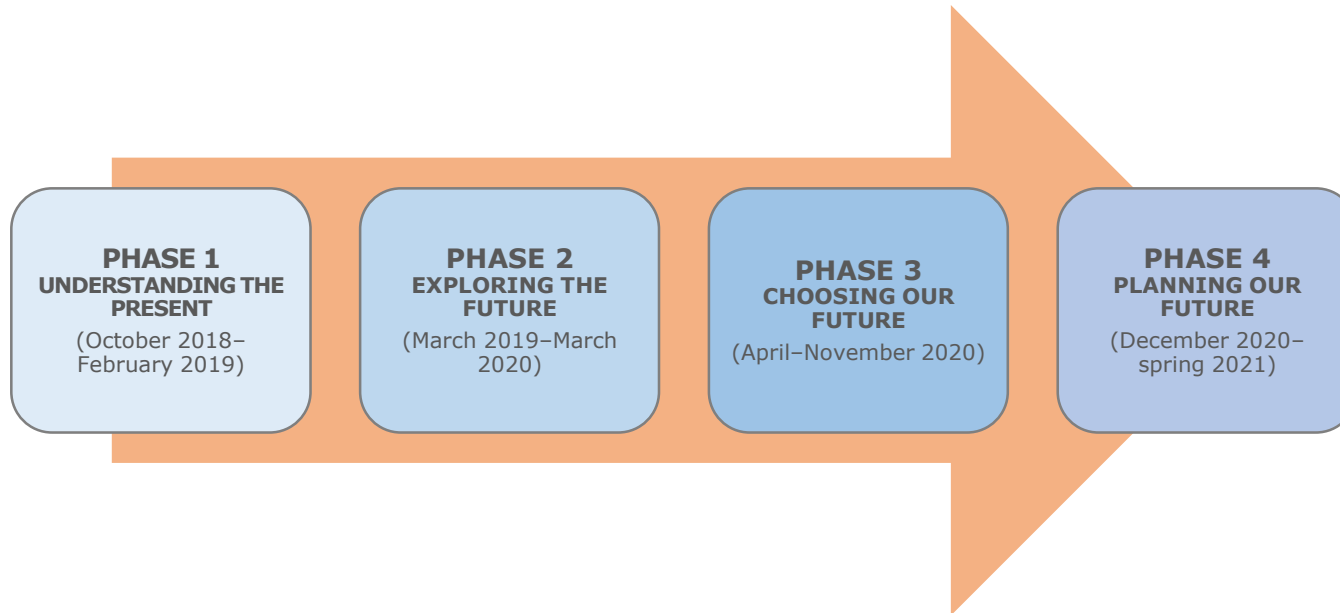
General Comments from Let's Talk Discussion Forum

There was a suggestion to replace wording such as "explore" with more action oriented language so that the impacts of policies can be measured.



NEXT STEPS

The CCAP planning process is nearing completion.



Next steps include presenting engagement summary highlights and an economic analysis of the CCAP policy options to the Development and Sustainability Committee in November, 2020. If the Development and Sustainability Committee agrees to proceed, staff will make revisions based on the committee's feedback, conduct a final internal staff technical review, and present the CCAP's engagement summary and economic analysis to Council in December 2020. Based on feedback received from Council, the public and other stakeholders, staff will develop a draft CCAP for presentation to the Committee of the Whole in Q1 2021. Following that, staff will engage the public and stakeholders on the draft CCAP before bringing a final version of it to Council for adoption in spring 2021.