

Appendix A: Online Survey Comments

In total, 924 comments were received from the Community Climate Action Plan online survey. For each Big Move, survey respondents were asked to share any comments or thoughts they have about the policy options. Comments are therefore organized by the Big Move that they were responding to in the online survey.

Note: Some of the comments contained within the following appendix have been lightly edited to improve clarity (e.g. spelling out abbreviated terms), but strive to maintain the intent of the original input received and may contain some of the authors' original spelling mistakes and/or grammatical errors.

Big Move 1: 156 Comments on Low-Carbon Development Policy Options

1	New buildings/housing should be required to be zero carbon emissions, because it is both difficult & expensive to retrofit to achieve that later.
2	I would support green new neighbourhoods if we were forced to continue to build new subdivisions, but we have been building these for far too long. New developments cause environmental harm even if we call them "green". They make transportation a more difficult issue, cause more pollution, and make Kamloops less liveable. I realize that policy option 1D will make property developers mad, but I will strongly support the city through that if it uses that remarkably simple solution. I want to live in a Kamloops that is walkable, bike-able, and people-friendly. Thank you!
3	Need better and more bus routes to encourage people to take transit. I know many people who do not bus because of the lack of buses or the buses are never on time.
4	Urban containment should be considered not only for emissions reductions and protecting ecosystems, but for wildfire resilience!!! This is a HUGE issue! We need to learn from what we're seeing in the US!
5	I do not agree completely with the idea of urban containment as it will deprive other regions of development but, I feel it is a good option for a compact city like Kamloops.
6	Green all the way. It's going to be difficult and it's going to be painful and we are going to need skilful leaders and leader ship.
7	Practical and easily attainable policies with clear targets and good foundations.
8	I Believe Option 1A of policy is very approachable and achievable within the required time frame. As early results will not only boost similar policies but will also change others perspective for our beautiful city of Kamloops.
9	(I have provided many suggestions, I hope that will be of some help. I am writing this message here because there is not any option given for this kind of additional comment. I wouldn't mind even if I don't get the gift basket as I am not completing this survey for the gift. But I really want to work with this plan in anyway as it will be an honor to do something for Mother Earth.

	<p>Please consider my request. Thank you).</p> <p>I love the idea of walking and cycling to places. It will help a lot if more cycle friendly lanes can be made. But by intensifying growth in the city cores may make the city area more crowded. I completely agree will all other ideas as all of those can be used to ensure using space more efficiently. I believe they will make a positive change.</p>
10	We also need to address existing corporations within the city....what about closing Domtar?
11	<p>Plan 1B might have some social disadvantages.</p> <p>Plan 1D can damage the city's current entity which could be valuable for future generations.</p>
12	I agree that these changes would help reduce the effects of climate change.
13	People will be working more from home in the future. We must have more foot traffic friendly neighbourhoods, with some local amenities, so people don't have to take transit or their vehicles. Also, definitely use smaller forms of transit. Our huge buses are almost always 1/3 full.
14	I would encourage and maybe even offer grants for retrofitting existing houses to make them greener i.e. solar panels, etc.
15	Policy 8: why is the city approving a subdivision in the grasslands in the Pineview area?
16	Secondary suites also can help the housing crisis. A raffle to win e-bikes is a great way to spread awareness.
17	Equal development in all areas should be promoted with adequate possibility to minimize carbon footprints in the city.
18	These are great ideas, HOWEVER, 2050 is unacceptably far away. We CANNOT wait 30 to address this problem, by then it will be far too late and political inaction and corporate greed and corruption will have rushed us into the next great extinction. These policy changes, while wonderful, should not be the only or primary route for climate action. Indigenous sovereignty goes hand and hand with environmental health, they protected, cultivated, and cared for the (environment) far before colonialists came and continue to risk everything to protect it now. At this moment, Secwépemc people are risking arrest and assault at the hands of RCMP (a whole other issue) because they are contesting a pipeline through their UNCEDED TERRITORY to which they never agreed. If the city of Kamloops truly cares about the environment, Indigenous reconciliation, addressing the TRC and UNDRIP calls to action, and our futures, it will stand with the Secwépemc and protest this horrible and violent pipeline. Pipelines are prone to disaster and only feed fossil fuel consumption - even if Kamloops cuts its emissions, what does it matter if we are now providing China with billions of barrels of oil for their consumption. Blocking the pipeline should be the priority number one, anything else is hypocritical.
19	I don't think you should "require" new single and semi-detached houses to be "secondary suite ready."
20	Densification needs to include healthy green space and affordable dwellings. Swedish-style city - yes; Manhattan or San Francisco style city - no.
21	Encourage new houses to be built with solar panels
22	Proud that Kamloops is having this discussion.
23	My concern would be with policy 1D: Urban Containment. I agree that this would be an effective solution to incorporate areas that are already developed, however; I can see problems arising with construction industry. This may limit the amount of work in this area, by disallowing people to not build in undeveloped areas, some of this business and revenue may be taken elsewhere. This in turn could effect the economy of Kamloops.

24	Parking is already an issue in many neighborhoods adding multi unit dwellings without addressing parking needs is not sustainable.
25	Urban sprawl is a huge barrier in Kamloops to a highly efficient transit system. We must develop our transit and develop inward.
26	All these policies are absolutely necessary if we are to reduce carbon emissions.
27	We MUST allow young and new farmers the ability to clear new land for food and agricultural production. We need to FEED all the new people coming into this world. Revise the land act and allow cheap price for developing farmland. Stick with small scale, 5-20 acres. No mega farms.
28	Add commercial shops to existing neighborhoods. Ex: coffee shop walking distance to West Highlands park in Aberdeen. This would make existing non-city core neighborhoods more walkable as well.
29	Bike lanes are a huge problem in this city due to the fact that, there are none! I have talked to so many people saying they do not use their bike due to the safety worries they have. Biking is amazing in so many ways and with it the routes available, mediocre bikers will not bike. It's sad too see, and would be amazing if they were incorporated into our streets.
30	There is definitely a need to control urban sprawl, densify urban areas and increase multi use buildings to limit the need to travel for amenities.
31	As part of the 10 minute city, I would like to see improved walk and cycle paths as well as disincentivizing the use of personal motorized vehicles.
32	Climate has evolved and always will change regardless. It is good to be aware and decrease our carbon footprint but if you are so concerned about carbon footprint lets get rid of single family dwelling and move to a multifamily dwelling with people being more self sufficient. We live in a waste society and people would rather dump or dispose of things rather than give it to someone in need. Our money from taxes can be spent so much better.
33	Re 1A, "areas well-served by transit, cycling, and walking networks to make it easier to walk and bike for daily needs", there are very few areas of the city completely supported in this regard.
34	We have to move rapidly into a green, sustainable environment and the city must take the lead in definitely implementing these positive great carbon lowering initiatives. These well thought out ideas must be implemented immediately. Please show leadership and forget the politics and big money lobbyists who insist on fossil fuel use because of greed, not concern for the environment and future of life on this planet! Our elected officials must take leadership and immediately move into sustainable processes.
35	Property Tax credits for Solar installations.
36	The continued expansion up hill in Juniper, Rose Hill, Aberdeen and Batch is environmentally destructive, encourages more cars, forces unnecessary construction of infrastructures that literally have to defy gravity and destroys recreational areas.
37	Grey water recovery systems in homes to catch all the water used for cleaning, washing, bathing, etc. to be used on non food plants, trees and grass (or washing cars and sidewalks which seems to be popular here). When getting a new more energy efficient roof, hopefully with financial incentives, also get a deal on solar panels to further reduce energy consumption.
38	There should be some analysis done in order to determine what the benefit (carbon as well as others such as less air pollution in general) and cost is for each action. This would help in the policy decisions as well as in public support.

39	Transit would need to be improved. Limited transit locations in many existing areas already. i.e.: airport, Schubert Drive Requiring a secondary suite promotes rental thereby decreasing integrity of neighbourhoods and homeowners right to single family dwelling.
40	Love the idea of having access to the things you need close to where you live. Also, maintaining and promoting healthy ecosystems in the areas where we live is great.
41	Need to continue developing further into areas. Create the neighbourhoods of the future and set the example. The other older area's of town will be eventually redone and can follow suit.
42	I think public transit should be free and much less cumbersome to use.
43	There is a movie/documentary called "The Need To Grow" it can solve a lot of the issues we have around Co2 emissions. I own a solar power company, and it would be nice if BC Hydro made it easier to get homes on different forms of energy.
44	We should also require new-builds to have EV charging outlets. We should definitely be having new-builds put in solar, pulling away from fossil fuel natural gas!!
45	Outside of the urban containment boundary should be an established and dedicated green space or agriculture area.
46	Great ideas! Council needs to support these with strong policies and incentives.
47	With continually rising housing prices, I worry a bit about this problem becoming exacerbated by Policy Option 1D. I really like the idea for higher standards for new developments as in Policy 1C.
48	Population density sounds great until you get COVID running around our community. This will occur more often going forward.
49	Kamloops is in a valley, actually two of them. Walk, roll, cycle is not practical with hills
50	I think all new development must be, net zero or as close as possible, within existing neighborhoods whenever possible and we need to create an urban containment boundary so we are not constantly encroaching on wildlife habitat. The vast majority of new development be concentrated in existing neighborhoods. Educate the public on how important intact eco-systems like the native grassland are for sequestering carbon and fighting Climate Change.
51	When encouraging higher standards of energy efficiency, don't chose an expensive path to enforcing this. We have to get sustainable and affordable. Every time we build more costs into providing homes, we push more people into poverty or onto the street. Urban Containment: This is great but we need to hold ourselves to it. I hear of cities setting boundaries only to adjust them a few years later. There will be pressure to do so. How do we prevent that?
52	So far, no question about making AFFORDABLE housing units a mandatory component of new builds.
53	When infilling with buildings for high density living - consideration should be made for locations of fresh air intakes for all units, given the increased vehicular traffic in areas where high density living occurs. People need access to clean air within their homes. Also, consideration should be given to how people will open their windows for fresh air if they are non-smoking but their neighbours are cigarettes/marijuana users. One person's right to smoke takes away another person's right to have clean air in their home. The inability to escape this kind of situation leads to a breakdown in good mental health (the feeling that one cannot control their environment because of others' choices can bring on feelings of helplessness and anger). It is especially

	problematic when the pollution of others (wood/cigarette smoke) gets inside of people's home and traps there - so peoples' access to clean air is an important consideration.
54	Hidden housing Policy - oppose stand alone home being suite ready. If this is a measure that the city pursues, then City Councillors and the Mayor should be the first to convert their homes and lead by example. Otherwise better use of resources would be to encourage development of existing property creating sustainable neighborhoods that allow residents to shop and attend entertainment by walking and biking to events and leaving their cars at home
55	Building a tree canopy and improving the top soil. This helps to omit existing pollutants. Create editable landscapes, stop using pesticides, stop tilling the ground, and create ground cover. I want to see more meaningful greenery in the city. Please offer citizens a composting option for pick up. As the city grows and you develop more multi family homes, less people have the ability to back yard compost. This alone would make a massive difference.
56	I feel that by moving many services into already developed areas, citizens in outskirt areas which can tend to also be low-income would be disproportionately affected by a lack of competing businesses and therefore a surge in pricing.
57	Need to be careful not to make homes unaffordable for families. I don't support secondary suites in established neighbourhoods due to parking issues. There needs to be better bylaws requiring parking spaces, and maintaining front yards.
58	More density and housing solutions (suite acceptance).
59	My main concern with 1A is that historical and/or character homes will be replaced with high-density housing, as is already happening.
60	Roofs that are painted white can help offset the loss of albedo effect caused by the melting of ice and snow in the polar regions and among the world's mountains. It should have a significant place in a Kamloops plan!
61	Secondary suites are good for population density but parking needs must also be addressed as it can get very disorganized and clog up streets.
62	I like all these options. They seem really practical and reasonable.
63	Not all people are comfortable living downtown because of social problems relating to homelessness, drug use and mental illness.
64	Reducing the travel time between places should be the biggest concern.
65	The right land use reforms will take care of your transportation problem. New housing need not be LEED-type standard but ought to use as many passive components as possible. Focus on reducing energy use by 90%; include in the metrics the energy required to move a motor vehicle (of any type e.g. ICE or RV). Less about emissions and more about a budget for energy (that approach takes care of emissions as a by-product). Hidden housing is a bad idea because it increases density only a little, not enough to make sustainable nodes or neighborhoods, just enough to double auto-dependency for those neighborhoods. Thank you.
66	Minimizing sprawl is important but anticipating that climate change will bring more new Canadians to Kamloops (fleeing uninhabitable areas) I accept the city will need to grow. Let us make inhabiting the outskirts of the city sustainable and enjoyable by providing easy access to healthy food, work, and green transit. Create mini communities that are self sufficient and minimize commutes.

67	For question 7, I like the use of the word encourage, and I strongly oppose the word require. All levels of Canadian government consistently bring up home affordability as one of the major problems facing Canadians, yet they all continue to legislate very stringent requirements on new homes built that drive up the cost exponentially. New homes built in Canada are already among the most advanced on the planet, and we are spending tens of thousands of dollars to take out a fraction of a percentage more in efficiency. That money would achieve far greater value if it was spend retrofitting existing homes that are 50-60 years old and extremely energy inefficient.
68	Of all the policy options described, urban containment is the number one most important to me. Bar none.
69	I am not sure I understand this and how to answer the question so it is pointless if one does not understand.
70	I don't really understand the concept of urban containment i.e. what the pros and cons of it are.
71	Containment can be accomplished by restricting services to development within a containment boundary which still allows larger lots/acreage development beyond.
72	Our grasslands and agricultural areas should be preserved.
73	My only concern about the 'secondary suite-ready' option is that it might encourage developers to continue doing more of the same. Also, there should be some thinking around how to encourage the kinds of development that better allows people to downsize - there should be thoughts given to what may be gained e.g. social connection, sharing etc. not just what is sacrificed in terms of space.
74	I think "requiring" new single homes to have a suite is a deterrent to people who want to have their own home. When we moved here, we are a family and told our real estate agent we were not interested in a suite. Having been in a position of a landlord, I would not want to do it again and I do not wish to do it again. I think encouraged is a good thing but up in Aberdeen there is so much street parking that in the winter, when all the renters park on the street, street clearing is an issue as the street becomes barely one car wide and the street is not cleared effectively.
75	These types of policies should be also applied to existing neighborhoods, not just new neighborhoods.
76	Policy 1C should include improved requirements for walking and bike paths. Currently developers only have to make bike lanes like the ones on Valleyview Drive. These are space and lines on the road, which are better than nothing, but are not really a good safe option for kids. So many car trips are to deliver kids somewhere, or go somewhere with kids and it would be better if there were safer bike route options.
77	I like the concept of an urban boundary but I'm unclear how feasible it is with respect to building costs and how much undeveloped space we have in the city. Reduce the amount of land dedicated to parking: require fewer parking spaces in any new development.
78	The new proposed development above Aberdeen is the wrong direction. This new development will be almost exclusively large Single Family Homes that are completely car dependent. Focus new development on making the city denser.
79	Questions 6-thru-9 pre-suppose the notion that I approve of the sort of un-contained growth we have had in the past and are apparently still encouraging. For the record, I do NOT approve. We live on a finite planet with finite resources. We can't keep expanding indefinitely. Either we start limiting growth in a controlled manner, or the natural order of the planet will do it for us. And I don't think the second alternative is going to be very pleasant.
80	Won't see it in my lifetime, but all above ideas seem to be workable.

81	Tree canopy requirements must include an awareness of impact on nearby vegetable gardens.
82	<p>I think it is very important to make all neighbourhoods walkable/roll-able for daily needs, so creation of 'villages' in the existing neighbourhoods is ideal. Focussing only on densification may be counterproductive in light of the current pandemic and possible/likely future pandemics.</p> <p>Food producing 'villages' on the outskirts of the city would be helpful, similar to the Parisian market gardens of the 19th century.</p>
83	<p>Added requirements to building comes with a cost. Homes will become more costly to build for the home owner and will cost more to maintain. This is something that needs to be taken into account.</p> <p>Kamloops is spread out over a large geographical area, and achieving some of these goals maybe unattainable. Personal transportation will be required for decades to come. Will there be a bus route on Rose Hill Road? Highly unlikely. EV's are only one piece of the puzzle. Hydrogen infrastructure will also be needed in the future.</p> <p>Not everyone wants to live in the downtown core, and with technology, many can work from home. For those workers, they'll likely prefer to live in a quieter, less congested area. This is happening in Metro Vancouver today.</p>
84	No comment
85	While it is I believe it is good policy and probably creates more liveable cities if urban sprawl is reduced, I don't think it is a good idea to make building and therefore housing prices more expensive with mandatory legislation. Encouraging and fostering conditions to encourage densification through tax breaks and subsidies is I believe a better more affordable long term strategy.
86	<p>My primary concern is global cooling given current trend in solar activity. CO2 not an issue as increases plant growth and also has minimal effects on climate. Reliable energy sources available and consist of fossil fuels, hydroelectric power (totally renewable energy) and nuclear power. Solar power of minimal value at this latitude and wind power a useless waste of resources to produce intermittent power (that will never equal energy put into their construction) and kill vast numbers of birds in during their lifetime. I don't want to live in a high density environment and like having large yard and garden. Never use public transit and walk preferentially unless need to get somewhere fast. Separate bike lanes useless and interfere with traffic and no problem cycling on Kamloops streets now.</p> <p>Climate always changing and more concerned about global cooling than warming. Am for preserving nature, not wasting resources and have been involved in ecology movement from time Patrick Moore was involved in Greenpeace. Initial movement has been hijacked by globalists whose primary interest is control of population rather than true environmental concerns. Whole "green" movement is a scam and won't have any part of it.</p>
87	I bike commute between downtown and the north shore year-round, and the barrier that sometimes forces me to drive some weeks is the rivers trail not being well enough maintained, year round but especially in winter with snow clearance and adequate lighting. If you truly support bike commuters, you have to support the infrastructure they require for safety. The city also lacks adequate bike lanes and marking of lanes.
88	We need to encourage healthy development. Green action and climate action needs to be taken seriously by the city and we should, as the tournament capital, be thinking about keeping our community green, clean, and be a proactive leader for the environment.
89	<p>All of the above are horrible.</p> <p>How can you have two conflicting government policies at the same time: 1) promoting social distancing and 2) increase the</p>

	population density? You cannot. I see future pandemics are a bigger threat to our community than global warming. Considering this, government should have policies to decrease population density, not increasing. People are real, global warming probably isn't. Considering this, we need to oppose these anti-human, environment fascistic policies.
90	A 'green' new neighbourhood should require commercial amenities, parks etc. to be walkable and part of the plan. Not just higher building standards
91	Point 8, you will quickly run out of space in previously developed areas of the city. Do we want the developers to close up shop and move elsewhere?
92	Need to consider that agricultural lands should not be developed.
93	Climate change doesn't exist. Stop wasting tax payer money doing ridiculous stuff like this.
94	City should not play Mother Nature should provide encouragement to all taxpayers concerns, keeping taxes at minimum.
95	I think our city should focus on what their elected for. Keep city taxes as cheap as possible. Not create green [policies] that only puts owing a home out of reach for our kids.
96	Small city like Kamloops is limited in options based on our budget and demographics. These options are the best we have available for reducing emissions and preserving green land. These have my full support and I am willing to pay more in taxes to invest in the future.
97	I believe one of the most important is transportation, and getting people out of cars and onto bikes/e-bikes they are lower impact on the pathways/infrastructure in the long haul, and create healthier people. These projects don't all have to be paved pathways either. Look at cities like Nanaimo that has had over 40 KM of bike pathways for years. The more people can bike off the road, the more likely they will do it, because they feel safe. Kamloops also has perfect weather for alternative transportation such as biking for most of the year. Road costs will be less, because of less traffic on city streets, parking will be a non-issue.
98	Revitalize downtown neighbourhoods - Seymour Street, St. Paul Street, Battle Street, Nicola Street.
99	I support the above options, but I do think that we need to be able to factor in affordability into the plan. Providing environmental sustainability housing but leaving too many citizens outside the housing market isn't in our best interests.
100	Kamloops is so spread out already. Lots of in-filling to do. Why waste the wonderful resources around us i.e. trees, silt bluffs, nature...
101	Regarding Policy Option 1A: the cycling network in Kamloops is piecemeal. 90% of a commute can be done safely but the other 10% can be unnecessarily risky. Drivers in Kamloops can be hostile when sharing the road which discourages bicycle commuting. I've personally been harassed, cut-off, and passed at dangerous speeds.
102	I feel there is no need to congest our population in small areas when we have so much unused land around Kamloops. This land is mostly unused by nature so it shouldn't cause any problems being developed. We have already switched to a Hybrid vehicle and do not use plastic bags from the grocery store. We buggy our groceries to our car then load them into container there. We need to cut back our waste big time and this COVID is no excuse not to.
103	Urban containment can fail if too stringent. People who want more space will just do their thing outside of city limits.
104	All of these moves would provide significant improvements to this city well beyond the greenhouse gas emissions
105	High-density development supported provided resident parking provided.



106	Changing code is huge. Another \$2500 in insulation in a house pays for itself quicker than any other improvement.
107	Whatever is done should discourage further big box stores located away from walkable areas.
108	Transit should include free transit for seniors, that we don't the air with gas fumes from our cars or trucks.
109	To save money, Kamloops City council is closing some of the recreation facilities, such as Westsyde Pool in January and opening up The Tournament capital pool, thereby creating more emissions when people have to travel farther to get to the pool.
110	Kamloops is a sprawl, adding to cost both to services and environment. BUT, too much densification can lead to horrible lifestyle (witness Lower Mainland) unless transit is made accessible (cost and location) and fast. The horror of living on top of one another especially during COVID.... I would like to see lots more building going into the Knutsford/Aberdeen area (as is being planned) in order to assist those of us on the front lines against the possibility of an Ajax Mine resuscitation - hopefully more folks living in that jurisdiction especially will give us more ammunition.
111	Your mentioned policies are going to make the cost of living even higher and the price of new homes rise. Housing is becoming unaffordable and home ownership unobtainable for many. Also people should be given the option in regards to zoning for secondary suites on detached homes, and should be available to anyone with the land space to add a suite that is reasonably planned, not just in the TRU corridor.
112	I believe due to North American culture even in 10 minute city people would still drive to work, groceries, etc. The option with Urban Containment is concerning as to whether there is enough land to develop only within the city limits.
113	We must move quickly to zero population growth. Climate change cannot be accomplished without reducing the population of the world and we must all play our part. Too much infill on prime agricultural land defeats the local food sustainability objective. More green space and trees are definitely needed and should be a high priority.
114	In regards to travel:moving people around - I strongly believe that a "cable car"/"gondola" system, similar to that of a ski hill, would function very well in our city. And could connect neighbourhoods and people very easily with high initial, but low operating costs. It would also serve as an employment generator in not only the construction of the network, but in its operation and maintenance as well.
115	Increase density in existing core areas to promote foot and bike access to home, grocery stores and work. Save/sustain green spaces with communities.
116	Try to provide credits or loans applied to municipal taxes to help people renovate their homes.
117	1B and 1C are necessary if new development occurs, but 1A should be the #1 priority.
118	Build walkable communities in all current areas of Kamloops, not just downtown core. Everyone should be able to walk to a grocery store.
119	Build more bike and walking paths i.e.: build/pave a bike path from Westsyde to downtown that does not conflict with existing traffic.
120	We must accept many people who live in Kamloops prefer to live in a single family home. There is also is a portion who prefer high density apartment. I think it would work much better to keep these separate. This city is already set up with separate communities who each have their own shopping area.
121	I don't think you should be made to have a secondary suite there should be incentive only. Building up downtown is fine but I live on the North Shore because it's not crowded you know your neighbors but they are not living two feet away from you.

122	I have a nice house and a large yard and that has been a key component in maintaining fitness and mental health. I don't believe future generations should all be shoved into little stacked "high density" boxes. Surely we can do better than that.
123	Please frame your questions in such a way that allows us (citizens of Kamloops) to enter items you may not want to hear. If a survey is not fair, it is valueless.
124	We definitely need more cycling routes. Electric bikes should be required to use the roadways, as they are too fast and pose a danger for pedestrians and persons with mobility issues.
125	Kamloops past practice of densification created too many strata subdivision within the city which look good now but when those families have teenage children the parking will be a nightmare due to the narrow roadway within the strata. Very stupid short term outlook long term problem. Parking is a problem just about on any Rural street Now as most homes have two or more vehicles and some with suites have a minimum of four or more. Most city street are too narrow, lots are too small on the Street frontage. One just needs to look at some city with a better residential policy to see that we are creating our own issues, there is nothing wrong with a large well laid out city with good transit and roadways. City needs to control the spending and take to position to build it once and build it right and to last.
126	Definitely need increased infrastructure for cycling and e-bike use to work and shopping.
127	Keep from encouraging urban sprawl into the outer edges of the city - e.g. Knutsford but still keep the history of the city through heritage buildings.
128	I only rated question 6 less than 100 because it supports the idea of single family housing.
129	I didn't see options for incentivizing transit, carpool incentives or green vehicle incentives. We already have people living in a geographically large area. Why not better support green initiatives in existing neighborhoods instead of just building new?
130	Anytime you force people down this road, I feel that strong opposition will be met. We do not live in a communist society. At least not yet.
131	The city must balance the land usage issue between present homeowners and those wishing to take this right away from them.
132	All communities should have solar power.
133	While I definitely want to see more green development, I worry that compacting home development to the city center or forcing secondary suites in homes will drive up home costs while making living space a premium. Not to say we'll have living cost problems like Vancouver, but I wouldn't want to trend too sharply in that direction. I think it would be better if there was more of a mix between residential and commercial zoning so that suburbs would not be a trail of cookie-cutter homes all lined up in a row, but rather a mix of homes and commercial space where people could walk to the stores in their neighbourhood to do their shopping.
134	This is not allowing for people to have options on the type of housing, you are essentially dictating. This sounds communistic and should not even be considered. There are ways to be energy efficient and still not be a dictator.
135	Population growth is inevitable. The above limit options for most people and as we have seen during COVID, most are opting for smaller towns, suburban areas.
136	Quit expanding into grasslands and natural areas that were previously not residential. Huge costs huge impacts.

137	Heat Pumps only work marginally in the Kamloops area and do NOT WORK well below -4C. If anyone says different they are blowing smoke!
138	Density is a bad answer, it causes congestion, creates parking havoc, and when there is a fire, multiple families are displaced at once, that is a bad idea.
139	I would like to see significant service improvements to North Shore, Brock, Batchelor Heights and Westsyde transit. These areas have been largely ignored given the higher dependence of young families in these areas on transit in favour of the Sahali, South Shore & Aberdeen areas when population is accounted for.
140	Would like to see more commercial development in existing areas to allow people to stay in their neighborhoods for essentials.
141	Any work the city does to meet these initiatives can and should be done in conjunction with local Secwepemc government.
142	LRT between downtown and Valleyview east needs to be in OCP, and transportation master plan Minimum tree canopy requirements for all development-related DPs and BPs. Trees benefit both storm drainage AND heat island effect. There is a HUGE deficit in separated bike lanes with the explosion in e-biking.
143	I think suburbs should be kept single-family, too many issues already with illegal suites and parking.
144	Walkable neighbourhoods require mixed zoning. The City needs to abolish archaic zoning including abolishing minimum parking requirements (see Edmonton), and encourage more retail/light industrial/residential co-development.
145	I have absolutely no faith you will implement any of this. You have approved a massive development on the grasslands in Aberdeen, encroaching on land that IS NOT already developed. You need to do more than pay lip service to protection of the environment which is a fundamental component of climate change action.
146	if you put 3 suites on a single family lot then you are just going to grow ghettos managed by slumlords.
147	foolish
148	Outlaw wood burning fireplaces and stoves in town. The biggest difference will be electrification/replacement of personal transport.
149	Let the market decide, less legislation.
150	Utilize waste from farmers to compost and make fertilizer - use yard waste from city; start composting.
151	Only 1 accessory dwelling should be allowed per single family home along transit corridors, commercial areas and TRU. The City must build the Summit Drive pedestrian bridge to TRU in order to accommodate the increased density.
152	Absolutely to all. And more. 2050?? I think that may be too late. What about NOW???
153	A combination of all options seems reasonable. However, densification should not impact land designated for parks. Is there evidence that our population is growing substantially? I'm against building high rises in the downtown core that block out the view of mountains and sky. Kamloops does not need to grow in leaps and bounds.
154	Waste of taxpayer's money to use for climate related initiatives.
155	Missing is a reduction in minimum sizes for residential properties. Start allowing smaller homes and lots especially on good transit access areas.



156	I strongly disagree that new homes should be mandated to be secondary-suite ready. This should be an option for a home-owner, but not required.
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Big Move 2: 140 Comments on Car-Light Community Policy Options

1	I believe that battery electric vehicles are another key part of the solution to the transportation emissions problem.
2	Most of this sounds great for an urban city like Vancouver that doesn't have drastically cold winters and lots of hills with wide spread housing development. Most people will not move away from cars in the winter and if you plan to offer more access to bus or ride sharing this might help but you will still need car access in the city Centers during colder weather.
3	These are all very positive, progressive policies! Thanks!
4	Students that live outside the province should have priority-parking passes at TRU because lots of kids who live close drive everyday even though it would be easy for them to bus.
5	I feel these policies would help reduce the vehicle induced pollution in cities.
6	Kamloops has the potential to become a cycling-dominant zone in many areas due to the demographic and cultural behaviour. Cycling in Kamloops is great and legislation to encourage it would be hugely welcome.
7	We should be supporting/encouraging the use of micro-mobility devices in Kamloops, personal electric vehicles (PEVs). Other jurisdictions have done this, for example scooters, electric unicycles (EUCs) and other electric mobility devices. Provincial legislation has been passed to allow municipalities to manage the devices that can greatly reduce the need for car traffic, particularly in urban areas. What are Kamloops' plans for supporting use of PEVs in addition to bikes and e-Bikes?
8	Active mobility really makes sense at this time. With increasing traffic, these measures are essential. E-bike and sharing options is need of the hour.
9	As a regular cycle user myself I would like to share few suggestions. I think to truly make Kamloops a cycle friendly city all these suggestions should be utilized: 1. This might be a costly plan but you can create a self-ride bike system where some cycle-stations can be constructed and each one will provide 10-15 cycles. There will be stations like this scattered throughout the city for the accessibility of the users. To use the bikes e-cards will be provided and using that card users will be able to unlock the cycles provided on the station. Individuals will take a cycle from any nearest station and ride it to the nearest station of their destination. After reaching there, they will lock the bike with their card. By unlocking and relocking bikes with an e-card, it will be possible to track who used the bike last if any bike got stolen. It will also provide information regarding where more bike-stations should be constructed, which routes are used often and so on. To prevent theft all the cycles provided should be of the same color and branded with the company logo so anyone can recognize it on sight. For more protection GPS trackers can be attached also. This service can be provided to the citizens for a low cost. If the project has enough money then this service can be provided to the public for free. 2. It's hard to go uphill riding a cycle, which demotivates many from using cycles. It's possible to help them by installing a foot lift on the side of a uphill road. There is a similar lift installed in Norway named "Trondheim's Trampe Bicycle Lift" which is the 1st of its kind. Which can be a great inspiration and we can make something like that for Kamloops. One thing that we should keep in mind is while making the lift we have to consider the extreme cold and ice-covered roads.

	<p>3. Another obstacle every biker face in winter is the lack of protection from the cold. While riding the freezing wind makes the experience even worse. Creating something to prevent that problem will do wonders. I can think of a few. Like providing a large strong glass protection on the front of the cycle which will protect bikers face from incoming air, glass protection might break down easily by freezing in cold weather so strong plastic can be used. Biking gear can also be provided at a low cost through out Kamloops.</p> <p>4. In some cities there are public bike stations where many tools are provided with which bikers can repair their cycles easily by themselves. Installing a few will go a long way.</p> <p>5. Though cycling and walking is healthy, it results in a sweaty mess. It will be really helpful if public washrooms are constructed in different locations (better near a bike parking) where people can take a shower and change their sweaty cloths.</p> <p>6. Make vertical bike parking. As cycles are really light compared to car or motorcycle, it will be lot easier to part cycles vertically. This will also maximize the efficiency of a small place. Also it will look really modern.</p> <p>7. Create bike parking near trees or where shades are available. In sunny day it's hard to ride a bike which has been parked under intense sun ray.</p> <p>8. Influence food delivery services to use cycle to deliver food.</p>
10	Need a scooter and e-bike share program.
11	Downside huge buses that run less than 1/3 capacity.
12	I fully support the use of bikes, scooters, etc., but our climate does not permit use of them for the entire year -- there is a safety issue in the winter, among other things.
13	As someone with a disability, I find Kamloops a challenge with its hills. I need parking close to shops.
14	<p>For Q 10. I would score 100 for the downtown superblock idea. I've travelled to many cities where they have pedestrian only blocks -or block off traffic in evenings and Sat and it is amazing. We have a great downtown already, this would make it even better. I only scored 70 due to the low emissions part -We lived rural for several years nearby, and its not always practical to say purchase an electric vehicle -rural people adopt Kamloops as their city and shouldn't be punished for their vehicles.</p> <p>11. If biking is more encouraged there needs to be more security built around that, due to the rampant thefts of our bikes. Every time we bike to commute we are nervous if our bikes will be there when we are done shopping/dining/work. Some cities mandate bicycle licence plates -could we do that? That would give the owner a much higher chance on getting their bike back and the thief being caught.</p>
15	These are also great ideas, but to meaningfully implement them, Kamloops must address the Social Determinants of Health. These proposals assume individuals are capable of making free decisions, but many, many people cannot choose these options due to the Social Determinants of Health that constrain them. These transport initiatives cannot work without also changing working environments (so employers can't harass individuals if they are late for using public or active transit), child care (same reason), and the infrastructure throughout the north shores as well.
16	2E: Incentives should be provided for people to purchase eco friendly vehicles rather than limiting the amount of vehicles in Kamloops. If they choose to own a vehicle they should be able to do so. Providing incentives to purchase electric vehicles etc. seems much more reasonable.
17	I wasn't sure what this would entail: City-wide Transportation Demand Management



18	Allow for more businesses (i.e.: grocery stores, coffee shops, restaurants) to be in all neighbourhoods to reduce the length of drives to current ones).
19	The percentage of active transportation and transit trips by 2050 should be much higher than 50 percent. The goal should be at least 75 percent.
20	Many people live away from stores and night life. They need to drive to get there. Perhaps encouraging through tax breaks, some grocers and bars, etc. could build in areas that are more outlying. Less driving for rural residents.
21	Strong supporter of incentives for e-bikes.
22	Kamloops region is one of the biggest in BC so hard to get around by bikes in many areas as lots of hills. If everyone lived on the flats, it would be so much easier but most of the development is built on the hill.
23	We must reduce the amount of parents who drive students to school on a daily basis, EV school buses will make a tremendous difference! A car share program will definitely cut down on multiple vehicles needing parking areas downtown and drop unnecessary, expensive vehicle ownership. We must encourage walking and cycling by closing off Victoria Street to vehicles. We need a no vehicle city area to encourage this. Let's encourage e-bikes and EV deliveries in our city to lower fossil fuel use.
24	Kids need to walk to school for their own health and the health of the planet. There are exceptions but we must get rid of the minivan parade to school twice a day. Every new development needs to have basic retail - a 'corner store' in every neighbourhood. Does the newly proposed high-rise development on 4th have a basics shop? Take away the need for a vehicle trip by zoning for these closer to home. Add to existing neighbours - near Pacific Way school, McGowan Park, and others. The 7-11 on Summit is a good example.
25	Ensure all sidewalks have beveled access, i.e. a ramped walkway, at both ends so people with wheels can safely use them. Also, snow removal on the streets often blocks these ramps and I have seen people on electric wheelchairs/scooters get stuck halfway out on the road
26	Whether these policies would have measurable benefits needs to be determined in order to decide which ones are worth moving forward on.
27	All great ideas, but what about the mobility impaired and seniors who cannot ride bikes, walk distances.
28	I think it's very important when considering the value of programs/systems for bicycling/scooters/skateboarding/etc. that one considers the value of the health and wellness benefits of these open-air options. Not only are they better for one's physical well-being but the social wellbeing aspects are also note-worthy (talking with or smiling at the bicycle rider next to you, for example).
29	For those who would like to bike to shop, a good deal of secure bike parking would be needed. What is a walking school bus program? How do we get parents to stop driving their children right to the school door? Children are capable of walking, in safe neighbourhoods, in most Kamloops weather, for at least a few blocks. Return to having children attend their nearest school, rather than driving them all over the city. Incentives for bikes would be helpful, Kamloops hills are too much for some of us!
30	Security for bikes - particularly e-bikes is a big problem with the level of theft. Also, there needs to be some kind of incentive to reduce the number of kids being driven to and from school.
31	Often seniors cannot walk or bike to shop or access services. There needs to be a dial a ride type service for them.
32	All these ideas should definitely be implemented asap!!!!



33	Winter is a reality in Kamloops and many people will still wish to use personal vehicles. With the hills and weather, human powered transport is not always easily. Although electric car options are improving, planning should not exclude all vehicle types.
34	Improving city infrastructure for active transport would be hugely beneficial for commuters. I think we would also have to address the large amount of bike theft that is occurring if this were to be implemented.
35	The lack of government support and roadblocks by special interest groups (existing taxi companies) for Uber or similar ride shares is embarrassing. I will never use a taxi in this town again, reliability and price is horrible. Using Uber in Europe was evidence of how affordable, reliable and timely it could be.
36	Maybe make buses free and improve service. I would expect the money saved in the economy would more than offset the costs. We would be replacing the costs of many cars with a few buses. It might be best to ease into this, as it might be terribly expensive if it went badly. Possibly start with routes and fares in the city core and see if it's well used and takes cars off the road.
37	Some jargon in the above questions makes it hard to know how to answer q. 10-15. What exactly is a 'superblock'? That's not a clearly defined thing at all, but it SOUNDS both impressive and threatening at the same time. 'Micro-hub' is also something most folks won't be familiar with. Could be anything. You could say we already have several. 'Transportation Demand Management Programs' is insider jargon and the public does not know what this means. What I do think is that the city transit fleet needs a higher number of smaller buses. Plain language please.
38	My daughter dreams of the day that she can ride her bike all over Kamloops and not have to worry about riding directly beside cars. Thank you for striving to make this possible!
39	City has proposed reducing transit runs on the North Shore and eliminating certain routes. Which seems to be in contrast to what is proposed here. The inconsistency in your current approach makes it suspect that these policies would only be utilized so long as it generates the city revenue otherwise they will be cut as well. The lack of connected sidewalks in the North Shore Area e.g. around MacDonald Park, currently discourages walking and biking as there is little space to use when vehicles pass many traveling in excess of 60km/hr making it unsafe for families. Add in the issues with people camping out in areas and you need to be constantly observant of your surroundings rather than enjoying them to ensure safety.
40	I feel that by increasing transit to high population areas, people will have more faith in the transit system and use it more frequently. Adversely, if transit to less populated places is lowered as a result, there will be less faith and perhaps more vehicle/ride usage.
41	Need to build and MAINTAIN bike paths so people have safe ways outside of traffic to get to places. Maintenance needs to be budgeted. I live near the shopping centre in Westsyde. The paved bike path from here to the bridge, i.e. Westsyde Road and Schubert is in deplorable conditions. Westsyde Road from the dyke to Walkem -- there are no other options for bikes. Both the Westsyde Rd and Schubert bike paths have cracks, roots growing through, and frost heaves that appear to be the beginning if a new mountain range. These need some love if you want parents to teach kids to use them and get them into the habit.
42	I think the efforts to reduce transportation emission is too weak. It's the big offender and deserves more direct action. Promote housing density around shopping areas so people can walk/roll to stores. Action to get people out of gas-guzzlers and into non-emission modes of transport.



43	Affordable bike & car rentals. Loaner bikes available throughout city like the do in Amsterdam & other European cities.
44	Shutting down a block to be walkable only is a feature I love about well-developed communities, and Kamloops has that potential to create a robust downtown core with that at the centre.
45	I like the options. In my opinion, we should invite Uber to the party because this will allow a lot of people who don't want to own a vehicle to save on insurance and travel less often than they would if they had their own vehicle. Hence reducing GHG.
46	"Increase transit frequency in areas of increased population and employment densities" An excellent way to get people to start using transit is to make it free. Not only would this encourage people to use it for full time commutes it also doesn't punish people for using transit for a subset of their commute. Currently discount fares via monthly passes only make sense if you use transit 5 days a week. Making transit free at point of service would also encourage people to use it for short trips (say 6th Ave to 1st Ave). Calgary's LRT is fare free downtown and it is an amazing benefit for the people working in the core to be able to rapidly cross downtown during the day without using personal transport.
47	As a senior, not all of these options are possible for me.
48	What is a "walking school bus program"? (#12)
49	Incentives for e-bikes don't work in the city, look to TRU as their program failed miserably.
50	Superblocks make sense in Barcelona, a massive city built on a massive Cartesian grid. May only make sense in Kamloops for downtown...I'm not seeing it. Remember, superblocks in Barcelona are well-supported by the near-perfect density of those blocks...what amenities support such a model in Kamloops neighborhoods?
51	I KNOW that active transportation will be adopted by more residents if safe infrastructure is available. As an avid cyclist and pedestrian I have witnessed the increase in cyclists and walkers in Kamloops whenever new pathways have been developed. I have also cycled all over Vancouver safely as well as in other countries. This IS the future and it's wonderful!
52	I'm afraid we are trying to mimic Vancouver with the above suggestions. Kamloops is a very hilly city and very spread out. Driving is a necessity for the majority of the residents.
53	Kamloops, especially downtown, is already an unfriendly place to those living with mobility disabilities or challenges. It is important to make sure that whatever is implemented does not alienate individuals unable to participate and remains sustainable through our winters (as right now we are already not mobility friendly as snow plows pile snow against the side walk making it impossible for someone to cross streets).
54	None of this will help those that need help like the disabled and will make life harder. I rarely go out and when I do make several stops in which I need the car to place my packages and Kamloops is spread out to much for the bus and I cannot walk far especially in the winter when the roads and sidewalks are not looked after. You want more walking and bikes etc. but yet cut back on snow removal, you contradict and sabotage what you wish to happen. I used to walk when the snow was removed off side walks.
55	Remember that in a few years there will be autonomous cars that you can summon. This will also mean less requirements for down town parking.



56	To increase safety while encouraging walking and cycling, speed limits must be reduced in residential communities where people live, work, and play! Currently, we do not even feel safe in our front yard or when walking down the street due to high speeds and excessive noise from traffic. My street is currently used by many cyclists of all ages but due to loud, racing traffic, safety is a problem. I have seen many near accidents. Speeding traffic does not mix with walking and cycling. We must design streets to slow traffic which will improve quality of life while improving energy efficiency. Many cities use various traffic slowing strategies which we must also implement in our residential areas in Kamloops.
57	I am not sure to what extent privileging low-emissions *private* vehicles is as advantageous as active and transportation access services (taxi, bus etc.).
58	Until we have a better handle on crime and COVID, I'm not comfortable with sharing or using my bike.
59	Dedicated bike lanes are a must.
60	Prioritize making bike routes that are safe for kids - separated from traffic. So many car trips are made to transport families or kids and bike lanes painted on the road require cycling in traffic, which is not really accessible for families with kids. Same for transport to school - lots of car trips to take kids to school, lots of these kids could be biking if there were bike routes that parents thought were safe. Coordinate school district policy with transportation policy - school district only works on its own stuff without regard for overall community transportation issues, so lots of extra car trips for schools that could probably be reduced if an integrated approach were made.
61	How would you prioritize low emission in certain areas of the city? Is this pertaining to personal vehicles or large trucks etc.? I thought this was already done - not sure how to answer this one.
62	On Policy Option 2A, yes to downtown superblock pilot, not keen on prioritizing low-emissions vehicles in certain areas. I would like the City to aim toward providing fare-free transit. This makes transit affordable for everyone and is a great incentive to letting go of unneeded private vehicles. Make sure transit is accessible to everyone, all the time.
63	The only way to get more people walking and biking is to make it safe with improvements to infrastructure. More 30 km/h zones, replace street parking with bike lanes.
64	Having recently invested in an all electric car, and knowing how little respect people have for public property, car sharing will have multiple problems in real life.
65	Please remember not everyone lives "downtown", nor on the South Shore!
66	The fare system, interconnectedness (i.e. parking for bikes, commuter lines), scheduling and reliability are all important in promoting use of the public transportation system.
67	Electricity costs are high compared to natural gas. Will BC Hydro lower their rates to consumers to be competitive with Natural Gas? Energy bills will rise considerably if relying on 100% electrical power. If hot water tanks are to be converted from Natural Gas to electric, will there be subsidies to pay for electrical conversions? This could run into the thousands if electrical panel need to be upgraded to accommodate this change. Policies also need to address affordability. How will expensive policies impact seniors on fixed incomes where "aging in place" is encouraged by the health community? Kamloops is spread out along two valleys. People need to drive. While creating walking/cycling parts of the city has many benefits, it will also be a problem if people can't get to them by private vehicle. There is no Rapid Transit here, and the bus

	<p>system is not adequate to serve the various neighbourhoods of this region.</p> <p>Our home is two years old and we had an EV electrical circuit installed at the time of construction. It added a minimal cost of about \$300. A Level 2 charger (40 amp) would cost over \$2000 to purchase and install as of 2019 (we got a quote from our electrician).</p>
68	<p>I would love to be riding a bike everywhere but I live in Brock and I'm scared to death to ride a bike or walk down the "bike/ pedestrian lane" on Parkcrest or Schreiner. Kids ride in it & think they are safe. It's an insult that it was made the way it is. And with the amount of cars that go off the road into poles and fences something needs to be done to separate pedestrians from motorists from cyclists.</p>
69	<p>No comment</p>
70	<p>I am a lifelong cycling commuter. This city is without question the worst planned cycling community in the southern part of the province. Currently there are no clear cycling routes available for most people. We have what I have described as bike lanes to nowhere!</p> <p>Let me give you an example. The new mixed-use path up to Sahali from Peterson Creek ends at the Summit Notre Dame and Highway 1 off ramp. If used by cyclists where are they suppose to go from here? The roads are barely 2 lanes wide. If going to upper Sahali or Aberdeen the Summit cycle lane starts several blocks away. Despite being a wide road and only a little over a block away Springhill has no cycling lane. A clear dike path from the new path needs to be built and Springhill needs a lane. One cyclist has already been killed on Springhill!</p> <p>Another example is Valleyview. If riding the Valleyview cycle lane and going to Dallas or Barnhartvale one must ride a stretch of very busy highway. One rider has been killed here as well. Either a bike lane or at the least rumble strips on the shoulder need to be added.</p>
71	<p>One of the stupidest things I see are parents driving their kids to school in morning and then picking them up after school when they live close by. They should be walking and, when I lived in Calgary, I had a 4 mile walk each way to school daily. Never would have thought of taking a bus.</p>
72	<p>Add more electric car Chargers around town. Provide very small city house tax break if one can prove they own a registered electric car.</p>
73	<p>When the city had the old style parking meters downtown, each also doubled as bike parking that was extremely convenient. They were replaced by useless black posts and very few of those have the bike parking ring added. There should be bike parking rings on AT LEAST every other post. If you say you support the public choosing biking as their routine way of travel, you have to support a large amount of people doing it!</p>
74	<p>As a past resident and bike and pedestrian commuter, I wished for a more walk and bike friendly Kamloops for years. Now as a more aged and physically disabled person, I hope that planning and design for the future (e.g. 2a and 2b) can find ways to make allowances for disabled who may be unable to walk/bike to still have affordable access to key areas, shopping etc.</p>
75	<p>The options above make the community more vulnerable to future pandemics. This is why there are all bad ideas. All these policies need to be rethought and rewritten in light of COVID.</p>
76	<p>Add sidewalks on both sides of major streets and add pedestrian controlled crosswalks on busy roads.</p> <p>Another place to consider for low emission super block on McGill between Dalhousie and Summit.</p> <p>Neighborhood density and remote neighborhoods may make car sharing challenging. Care sharing not as feasible for families</p>

	(car seats and boosters). It would be worth looking into how much trip reduction there would be if more kids eligible for the bus. Walking bus sounds like a great idea.
77	None of the above makes sense
78	Where will those of us from more remote areas park, will there be accessibility for wheelchairs and scooters?
79	Cars and trucks are best to transit this large hilly, hot, cold area. Less disease spread in private vehicles. Better on time travel plans made by freedom of choice.
80	I believe we still are part of Canada? Not China!
81	Full support again. I would offer my uneducated advice on transit that we focus on high density routes with rapid (express) options. Research shows that people only take transit when it is THE best option for them. When they can afford cars they will take it if it is faster. For Kamloops (and buses) beating car speed is difficult to achieve and impossible for those far away neighbourhoods. I would suggest that the levels of service on routes such as 17 are sufficient in that they offer an option to those who need it and those who need it are the only who will use it anyway. The only places that should be improved are where density is highest and rapid service can be supported by this density. This offers transit as a competitive option to cars in at least the densest areas. Rapid transit should be offered between TRU, downtown, and North Shore exchanges every 5 minutes.
82	Finally! But I would like more information on the roll out sequence. They are all great ways to go, but which ones will the city prioritize for the greatest, quickest and most efficient benefit for the cities residence?
83	Ride share should be done by the private sector.
84	Proper bike lanes and upgraded paths would be nice.
85	Some of these I agree with and some I don't. We need to encourage people to buy Hybrid or Electric vehicles. Use solar panels when possible, etc., etc.
86	Kamloops has lots of out laying areas, Not to mention being a transportation hub for B.C. thought should be given to the efficient movement of traffic to reduce idling time. A valley view bypass between Valleyview and Juniper Ridge would reduce traffic and idle time at stop lights through Valleyview. This would also allow a lower grade hill to allow traffic to join up higher on the hill. Changing intersections to clover leaves or roundabouts would also be desirable. Pushing for a rail terminal to be put in Kamloops to get some of the long haul trucking off the road, petitioning the railways to explore and develop electric technology where the trains shut their Diesel engines down 20 km out of town and come through under electric power only. This could be implemented in towns throughout Canada with the eventual goal of the railways being all electric.
87	The city of Kamloops needs to make it easier for bus riders to get to their destination. Too many transfers are required to get to all areas of the city. For example, to visit my friend in Dufferin I have to take three buses. The transit system seems to focus primarily on transporting students to and from TRU requiring non students to transfer buses when they get there. Please reinstate buses like the Crosstown Bus route from Westsyde where a person could travel from Westsyde to TRU, Aberdeen Mall etc. without changing buses. Whoever makes the decisions about the bus schedule should be required to use buses as their only mode of transportation for a full month to help them realize how inconvenient it is, especially in the rain, the heat and during the winter.



88	Some of us cannot ride a bike or walk well. Proposals could make sure there are exceptions.
89	10. How about "no car" zones? 14. Car share is the way of the future; it can't happen soon enough. It's happening already with the young people who have access to reliable car share programs. It's challenging for those raising families and having jobs - multiple places to be throughout the day - but for those of us not in that circumstance - we need to ditch the privately owned vehicles.
90	The transportation demand management program - not really clear what that's about.
91	Tranquille corridor would lend itself to a car free zone. As the City grows it is inevitable that there will be more vehicles on the road even with increased transit and non car use. An example of why people drive is Bright Eye Brewing. People drive here from all over the City because transit will never cover all areas well and for safety reasons. As long as the City continues to grow there will be private vehicle use. It is predicted COVID situations will continue to increase in frequency supporting more individual car use. Stop all drive-thrus it encourages more vehicle use. Create diesel vehicle free zones. They are going to be with us for decades to come and are the worst polluters.
92	I again revert to my comment about the cable cars/gondolas. They can also have bike racks.
93	Install auto speed and red light monitoring (photo radar) in all school zones, park zones and high collision areas. Promote electric car purchases.
94	Transition existing fossil fueled transit and taxi fleet to hydrogen fuel cell or battery electric as soon as possible.
95	All of these are important.
96	I like the idea of better infrastructure for walking, cycling, scooting. Far more electric vehicle charging stations needed, with all the basement suites, not enough parking available near outlets at houses.
97	Prioritize safe, wide bike, and walk lanes that connect across all of Kamloops, as well as safe bike infrastructure for biking into and out of Kamloops (and not just along highway next to trucks going 100km/hr).
98	Be careful that policies and changes are practical. Kamloops is not a walkable city. That needs to change before parking/driving restrictions are implemented. Residential areas should include planning for shopping and dining options so people can shop and eat in their area and avoid driving.
99	Kamloops has a large Elderly population who cannot walk a distance and carry groceries. There are also many working people families who both work, have busy lives with busy children. They need to drive to. These two groups of people are a majority of our population who these plans simply do not work.
100	I think we need another parkade further down the road like on fourth or fifth avenue to encourage people to park and walk around. A lot of seniors have to be able to park close to their appointments or pharmacy or whatever.
101	I do not wish to subsidize electric cars. They require expensive electricity and they use child labor in their manufacturing and long term I do not believe they will help with air pollution.
102	Does Kamloops even know what percentage of rides/drives within Kamloops are work related, pleasure only, shopping, etc. once you know this then you could plan your transit routes and frequencies.
103	Definitely encourage and increase transit ridership by making sure frequency of service and connections to other routes is in place.



104	Have more pedestrian friendly zone by closing of roads in downtown to encourage a greater flow of people and less threat from cars.
105	New streets should be narrow like those in Europe and Japan to make it harder to drive everywhere. Less space for cars and more for sidewalks and bike paths.
106	Look at #14, we are in a state of "keeping social" distancing and you want to share vehicles? Where are you guys coming from? Also, with more electric vehicles where would the electricity come from? Would we end up with more "brown-outs, blackouts?"
107	Buses and personal vehicles need to come with start stop technology.
108	Encourage the use of electric vehicles.
109	Bike lanes and transit incentives
110	I really like these ideas. My only concern is that bike lanes will be developed before increased transit usage takes effect, creating a system where we take roads away from cars to give to bikes, but there are not enough buses to help reduce the number of cars on the road. I think it's also worth discussing what happens in poor weather when people don't want to walk or ride their bikes. Will there be significantly more cars on the road at those times and would the impact on commute times be a problem?
111	Transit is a huge expense to taxpayers, the majority who do not use it. Adding more charging stations would be useful if the stations are user pay unlike the ones located at the now closed info centre where a row of Tesla owners are getting a free charge courtesy of Kamloops tax payers, most of who cannot afford a Tesla of their own.
112	These are all good ideas but you kind of miss the boat as you have not encouraged neighbourhood shopping centres. Instead the City has opened there arms to big box retailers and municipal services in central areas that require long travel distances. You are targeting housing when you should be targeting business locations. And stop approving drive thru coffee and donut shops!
113	The actual costs, environmental costs and long term costs of electric vehicles is not well understood or at least hidden. Battery technology is not anywhere near where it should be and to force people into electric vehicles has unforeseen consequences.
114	Kamloops just isn't a bike or walk friendly city. There are many families here, so once you add in daycare/school, groceries and working, it isn't feasible. Without all that, I would not feel safe or physically apt to riding a bike from the North Shore up the hill. Buses are quite unpredictable and I have been significantly late each time I have tried to use one. Bike theft is also a significant issue.
115	New development that is removed from city services will increase dependency on cars, no matter if the city offers ride sharing. Please provide incentives to purchasing e-bikes and electric cars.
116	You need to take into consideration people who need their cars to get around, i.e. elderly, disabled, etc. Don't be cutting them off from society by making it harder to get around. We can't all ride bikes or take public transportation.
117	You all are dreaming.
118	Strongly support better options for bicycle travel. Current bike lanes are on busy streets, bus routes, and steep hills. There are many places where the routes end, leaving no safe option to continue. There are very few places to cross Hwy 1 safely. Most roads crossing it are multilane.
119	Car sharing is not an effective proven strategy & is extremely expensive for the minimal value offered. Taxpayer money could be better spent on improvement of bus services & encouraging the taxi & ride sharing industry to fully transition to zero emissions vehicles with subsidization of use of zero or low emissions transportation methods for users.

120	My wife has a strong aversion to buses, too many people too close together. How can that be addressed?
121	Car sharing makes me worry about my insurance too much and it's already costing too much. Also the bikes just don't work well in a city with snow on the ground this much. I do not own a bike because I would never bike from Westsyde to downtown in winter.
122	Free public transit for all riders. Make it easier to commute around Kamloops from more "remote" areas i.e. Tk'emlups, Dufferin, Pineview, Dallas, etc.
123	Yes please with increased bus service. My son didn't necessarily want to learn to drive a car, but at 25 and working at Superstore, quite frequently can't rely on bus service to get him there to cover the shift he's scheduled for without a 90 minute wait window at each end of his shift, particularly on Sundays and holidays. This is also a concern for Care Aides at my former employer who work until 10pm and 11pm but have no transit available to get home at that hour from Hugh Allan. If you want the cars off the road, give them better alternatives.
124	Car shares are common in cities like Toronto. Could be helpful for students!
125	The city needs to have a city e-bike path strategy before the city provides incentives for e-bike and cargo-bike purchases, secure bike parking with access to electricity - you can do this but with proper paths, how is this even going to work?
126	Kamloops is so far behind. These questions were live in Vancouver 10-20 years ago, and in Kelowna 5-10 years ago. Finally, the conversation has reached Kamloops. 5th Avenue should be closed to vehicles top-bottom to complete the non-motorized connectivity between Sahali and downtown via X'Get'em. A light rail transit from downtown to Valleyview east would create Transit Oriented Development and help that corridor mature.
127	The implementation of these options should include EV charging and require low emission (electric) transit and school buses. The hilly terrain and long distances between neighbourhoods may make walking, biking, transit (unless service is vastly improved) options unrealistic for many.
128	Car-share will be difficult with COVID, and even after a vaccine if we don't get a majority immunized. Personally, would not use a car-share for these reasons.
129	Single occupancy vehicle use needs to be better disincentivized. Family of four drive downtown plus parking return trip = \$5. Same transit trip = ~\$10. Plus inconvenience of irregular transit. On street parking should cost \$ everywhere in the City, and should subsidize transit.
130	I am in favour of these things but not with the current underperforming transit. Much needs to be done and it will be very expensive. A responsible plan needs to be in place. You have also overlooked the necessity of having level three pay as you go chargers for EVs much more available to everyone in the city, not just people working for Environment or paying for exclusive parking at TRU.
131	Will not work.
132	What about winter? Public transportation is far too slow from point A to point B for Kamloops. Too great a time sacrifice to use.
133	There is no reason that steps could not be taken now to make cycling and walking safer. And in view of this being an emergency, why not make sure every student (except rural) can walk to school. This is ridiculous these parents driving kids. Mind shift required by drivers in every regard.

134	Increase taxes on McMansions as these houses take up space with minimal inhabitants. Institute car emissions regulations and testing stations. Require covers on gas pumps to prevent fumes. And for heavens sake, put a moratorium on drive-thrus. Why ask people not to drive when City encourages idling.
135	Making specific blocks or areas that do not allow cars, excludes people who have difficulty walking more than a couple hundred meters. They either have to park too far away to walk into (and throughout/within) the 'no car' area.
136	Promoting Ride sharing is a poor use of resources.
137	Stop using tax dollars for e-vehicle subsidies.
138	Cycle, scooter, e-bike, and pedestrian corridors have to be safely divided from roadways. The only way to get regular people to use these things is for them to know they are safe when doing so. Sharing a shoulder with cars does not feel safe to regular people.
139	This will be hard because Kamloops is so big and spread out.
140	I am fully in support of active transportation and active mobility (aging population!), but disagree that EVs or E-bikes should get priority parking or preferred parking for a few reasons: 1. EVs are not technically 'sustainable' as they require 3x the amount of precious metals than its counterparts. EV tires are the same as any vehicle and rely on rubber from Malaysian rubber plantations. 2. The owner of a \$100,000 Tesla should not get priority over someone with a 2005 Pontiac Sunfire. Financial barriers already exist; let us not create a bigger rift.

Big Move 3: 124 Comments on Zero-Emissions Transportation Policy Options

1	The changing climate is a man-made crisis and existential threat that requires quick decisive action to effectively end greenhouse gas emissions within the timeframe science has determined.
2	Not sure what "renewable natural gas" is. Work with large employers and employees of large employers to develop transit type solutions to commuting, e.g. busing of employees to RIH, provincial government offices, Domtar.
3	Light duty sounds great but most light duty vehicles are diesel or gas and may need to travel vast distance during the day if they were to be solely electric advances in battery performance will need to be improved in colder weather situations.
4	As an upper-year engineering student, I believe that more emphasis should be placed on hydrogen fuel cell vehicles, as these have the potential to be much more sustainable than electric vehicles that use batteries. That aside, as someone who lives near the highway, all of these options would reduce air pollution and be greatly appreciated.
5	City fleet vehicles should transition to zero emissions. Can the city incentivize industries in our city to do the same (Domtar, New Gold)? Encouraging these changes amongst heavy industry would have a larger overall impact than focusing on private citizens.
6	Using zero emission vehicles seems a feasible option which can be helpful in reducing pollution and also taking up lesser maintenance.

7	This is really important. Incentives are needed to help people move to electric vehicles, such as free and abundant charging stations.
8	While I support the use of zero emission vehicles, I would like to raise awareness about the human rights abuses that occur in the supply chains of electric vehicle batteries. Information can be found here (https://amnesty.ca/blog/get-ready-campaign-ethical-battery) and here (https://www.forbes.com/sites/tilakdoshi/2020/08/02/the-dirty-secrets-of-clean-electric-vehicles/#7bd876fd650b)
9	Electric vehicle are the future. Sooner or later this switch has to happen. Early implication will help in long run with various benefits.
10	I love the concept of charging less parking fee for any electric transport. It's possible to attach solar panels on the roof of vehicles. Many countries are doing this, even in my home country Bangladesh. This it not to provide vehicles with electricity created from the solar panels, it's to store the electricity and use if when needed. For this reason, this doesn't just apply to electric vehicles, this idea can be applied to all vehicles.
11	We own a Tesla and are delighted with "no emissions" all of our charging for city use is done from home. Retrofitting to support this would be a good part if the plan.
12	There should be a parking and street usage fee for the use of pickups and large SUV's for personal use. This should not include commercial. The market is driving commercial (for example electric vehicles in taxi market).
13	Yes! EV is the way to go, I think, and we must bring down the cost of them so that ordinary people can afford them.
14	Many Kamloops residents travel for work, family, pleasure. As of now, these vehicles are not great for long distance travel. We live in a spread out country, not urban dense, and travel/road trips is quite common. I would not support these vehicles currently as they would drastically slow long distance trips.
15	People who can't afford to buy zero emission vehicles should not be penalized
16	While EV transportation is far better than fossil fuels, where is the electricity coming from? The car still requires fuel, and that source must also be sustainable. If we are destroying ecosystems to build huge damn projects, that would be incredibly counterintuitive. The electric source must also be considered and should stem from something that doesn't further degrade the environment (wave power, wind power, solar, bio fuel, hydrogen, water powered - as in cars that can use water and steam to power).
17	Promote zero emission transportation via convenience and financial incentives rather than imposing financial penalties on owners of conventional vehicles.
18	To encourage people to Electrical Vehicles is a very good initiative, although another thing to keep in mind is to decrease the dependability on fossil fuels for generation of electricity. Otherwise, one way or the other we are depleting our resources and generating the same amount of emissions.
19	Love these ideas.
20	We should be cautious about simply shifting from fossil fuel vehicles to electric vehicles.
21	Electric cars are much too expensive for the average person. Your proposal is a dream, not reality.
22	New buildings (including residential) should require pre-wiring and capacities for EV chargers.



23	Batteries are not always the better option. Mining is a problem and getting resources to make batteries are still impacting our environment in negative ways.
24	Need to consider the issues with EV transportation and the cost implications on lower income families.
25	So run by electricity is so much more effective? It is expensive and what about the batteries? They have a huge carbon footprint when made and how do they dispose of them effectively?
26	Kamloops must encourage EV use by implementing lots of charging areas with easy access and parking. We must not change to natural gas buses but go straight to EV. Fracking must be stopped in in this province, it's an extremely high producer of methane which is greatly encouraging high pollution levels. Penalties for polluting vehicles must be high to encourage changeover to electric vehicles. EV school buses and city transit buses are essential in today's climate change/environmental protection needs!
27	Well thought out.
28	And what are people going to do with their existing vehicles that can't be converted? Put them in a vehicle graveyard? Electric vehicle batteries cost more to replace than buying a new vehicle. What are the plans for recycling vehicles?
29	It all sounds so great, but I question where we will get all the electricity from. Will we have to use nuclear power? Are the batteries from electric vehicles easily recycled? Either way, it's the waste from these two that concern me.
30	In general, I think an emphasis on getting people out of their single-occupancy vehicles and onto bicycles or walking (and of course you need safe and accessible paths and infrastructure for that) and/or using transit is the way to go. Therefore, supporting those directions is important.
31	Priority parking for zero emission vehicles would be a big step, especially downtown where parking is a big issue. People with fuel guzzlers might object, but maybe they would get the message! Actually natural gas is not low emission when the upstream extraction emissions are accounted for.
32	It's great to make this green push. However if there is not engagement from China or India to make a push this is all for not. They are the big players needed in the conversation and doing our part means nothing without their buy in. I know this isn't for the City of Kamloops to take on but a point nonetheless.
33	Going green can't be at such a great cost that it bankrupts the taxpayer, go slow but steady.
34	Kamloops very definitely has to encourage and implement these changes to have EVs in everyday use in our city. Time to be a leader in BC and stop the use of fossil fuels and extreme pollution of our environment with plastics, tailings ponds etc. Let's be a leader!!
35	Concerns re: affordability of owning an EV vehicle and the cost of installing private plugins at a home and access at multifamily units. Not enough information is available to the public for costs and vehicle affordability to make an appropriate decision from a personal perspective.
36	Currently these technologies are unavailable or very difficult to purchase. Use of these should be encouraged but not mandated.
37	If these policies were to be enacted, it would be good if the city could provide some literature detailing the benefit of ZEV over conventional ones because one argument is the emissions generated by the mining process for these materials for the ZEV's are quite large.



38	The power has to come from somewhere. Electric vehicles mean more hydro power. Hydrogen fuel takes massive energy to make. ZEV are a part of a strategy, it not the only part.
39	The more we can do to encourage the city and the people to adopt zero emission transportation the faster we cut greenhouse gases as transportation is a big contributor! Natural Gas Is not a good alternative it is a fossil fuel and burning fossil fuel is what got s into this mess! Zero Emission Transportation!!
40	Subsidies for low-emissions vehicles is used in other countries with much larger urban centres and higher population and car densities. Typically these are applied nationally and provincially. For example, car insurance discounts for ZEVs, freeway tolls waived for fuel-efficient or cars. Locally the only incentive that could motivate purchasers of smaller cars is the waiving of parking fees. That is a very small thing. Q.17 HINTS at creating a set of new user fees in order to remove them for those who can afford EVs.
41	<p>IMPORTANT: What's better for the economy and environment than EVs? No Car at all. We need to let people have the choice not to rely on cars. That means not forcing them to spend tens of thousands of dollars on vehicle infrastructure such as parking or EV charging. When we force developments (and therefore home occupants) to invest in personal cars in walk-able/bike-able areas, we build an environment where making the choice that is bad for the environment, bad for affordability and bad for the economy make the most sense for individuals.</p> <p>In areas that are bike-able/walk-able we should not require much/any parking or EV charging. Elsewhere, I think it would be appropriate to require EV charging unless the developer/homeowner can demonstrate that they have a better plan. I am wary of this. EVs aren't sustainable, they're just less unsustainable than ICEs. By requiring infrastructure for unsustainable choices, we may, in some cases be tipping the scales towards unwise consumption.</p> <p>Maybe we could just require EV charges where there is parking for occupants and proportional to how much parking there is. But we also need to require less parking in walk-able areas so that we can have areas that are more walkable.</p>
42	An important development would be vehicles that will shut off when parked. Reducing idling is very important. I also like the idea of roundabouts being put in wherever possible to avoid the use of traffic signals that create "hot spots" of emissions from vehicles idling while waiting for their time to go.
43	<p>Help with information to assist people who are unsure if EV's are the right answer socially and environmentally.</p> <p>Many are concerned about human rights abuses in the countries where some inputs are mined.</p> <p>Many are also concerned with the negative environmental impact of mining the materials.</p> <p>Help people with information about what makes the EV the lessor of two evils.</p> <p>Share updates on the progress of new battery technologies or which batteries are made with ethically sourced materials.</p>
44	As these proposals will require an increase in taxes to purchase new buses or residents to purchase new vehicles, while the community is doing little to attract new business to town seems to be a case of putting the cart before the horse. While these are good goals, retail jobs don't allow someone to buy a new car, own a house and raise a family. There needs to be an aggressive plan to bring business to town that can help offset the cost on the community as well as provide jobs for people that can justify spending the \$50,000 on a new electric car. Otherwise, people will continue to buy old used gas and diesel never mind all the businesses that will be shutdown due to not needing the abundance of gas stations. And with less gas stations

	there would be a reduction off outside money coming in from people traveling the Trans Canada, stopping to get gas, snacks and maybe eating in one of the restaurants along that route resulting in less employment and reduction in the tax base.
45	I think the city or the province or larger companies should be pushed towards zero emission vehicles. Citizens should be incentivized, but not punished for driving fuel vehicles.
46	Fuel cell technology should be encouraged especially for trains buses and heavy vehicles
47	Free hop-on, hop-off e-buses going between popular shopping areas i.e. Sahali, Aberdeen, downtown, North Hills mall, Valleyview. More affordable e-cars especially for low income users like pensioners
48	Switching from diesel to Natural Gas for buses is a no brainer to me. Much less emissions and local natural gas.
49	Serious study needs to be done on alternative energy sources. All have some kind of environmental impact. Moving to more electric vehicles will require more electricity, and that will have to be produced somehow. Look at the opposition to the site C dam. Serious scientific study needs to be made of all suggested alternatives.
50	Try to reduce the amount of vehicles in use.
51	All city vehicles should be electric once leases are over, without question. Lead by example.
52	Transit riders currently pay twice to ride the bus: once as a taxpayer (and we are all taxpayers especially the renters) and once as a rider. Who benefits when I ride the bus? Not so much me. Drivers are the primary beneficiaries of public transit because public transit frees up space on the road for their car. Increase the tax burden for transit; credit the rider by trip. Make sense? So, the more you drive the more you pay; the more your ride the less you pay. :-)
53	Although excellent ideas, please do not punish individuals unable to afford a new zero emissions vehicle. Kamloops has a very high low-income population that needs to be considered in these changes. Also, consider that getting rid of an older, functioning gas/diesel vehicle to simply be able to drive a zero emissions car has its own environmental cost. Zero emissions cars still need to be manufactured.
54	I don't like being forced to go electric.
55	Electric Vehicles are the solution. Hydrogen is expensive to produce and ship.
56	Budget...
57	Consider entire life cycle of zero emission vehicles - products used to build and what happens when vehicle life over.
58	We need to be aware of the high cost to the environment in making and disposing of batteries. ZEV should not focus on replacing fuel with batteries.
59	Policy option 3A, not in favour of zero emission zones.
60	I would prefer to see money allocated to active transportation initiatives. Don't give money to rich people who would have bought a tesla anyway.
61	According to info at the start of this survey, the vast majority of our carbon footprint is the result of internal combustion powered transportation. I was encouraged to hear that the city adopted a supportive infrastructure policy for EV's. I was not

	encouraged to learn it was then immediately shelved for the foreseeable future. If you guys are actually serious about any of this stuff, I'd submit that talking-the-talk time is over. This is walking-the-walk time.
62	The sooner, the better.
63	Electrification of public transportation and work vehicles is more important than incentivizing lots of private EVs, which are definitely a wealthy person's privilege.
64	Putting additional fees for commercial loading/parking raises costs to consumers. Again, this needs to be balanced with affordability. Too many taxes could backfire on these policies if the public can't afford them.
65	No comment
66	I believe EVs are expensive and poorly thought out option at this time. The environmental damage from mining the metals required for their construction is much worse than the CO2 they are trying to replace.
67	Electric vehicles require far more energy to produce than gasoline powered vehicles. They have short range, limited battery life and tend to catch on fire significantly more often than gasoline powered vehicles. Current power grid in Kamloops would not be capable of providing capacity to charge such vehicles if they were in widespread use. Net effect on "carbon emissions" for electric vehicles likely greater than if people used gasoline powered vehicles. Also, most electric vehicles, i.e. Tesla, are remotely monitored and can be controlled remotely and not possible to remove this "feature". Presumably bicycles would not fit in this category as humans exhale larger amounts of CO2 when exercising.
68	Anyone who owns a 100 percent electric vehicle should be able to show proof and get 1000 dollar cheque from the city of Kamloops...older or newer ones.
69	We should have ride sharing options for sure, since the taxi service is insufficient. It is crucial to ensure that ride sharing is a safe service. And why don't you have bus transit to the airport? That is disgraceful! I would use it as a resident, and so would all the tourists you want coming here! The airport shuttle is not reliable enough. If a bus is not feasible, BC Transit should partner with the existing shuttle to ensure that service is reliable, since right now it's hit or miss on availability and can't be depended on.
70	Keep in mind that currently EV access is limited by financial ability and market availability. Keep in mind that Kamloops serves as a hub for the TNRD and those more outlying regions, but not city residents, may need to use plug-in hybrid electric vehicles due to distance driving needs for some time in the future. In addition, the EV market is just not advanced enough currently to provide they types of vehicles that some people require.
71	You give 4 or 5 items and only one vote! Like some but not others.
72	Some of the policies in 3a seem more appropriate for other levels of government.
73	I strongly oppose natural gas buses. Natural gas is NOT a low emission option. Natural gas extraction involves the release of lots of methane and should not be considered. Skip it and go straight to electric.
74	Building EV's makes more pollution and wastes more resources. Also more expensive, electricity is limited.
75	Just who is going to pay for this?
76	I only hold back 100% on option 3A because I feel the city is not at the capacity to offer financial incentives for EV's. Focus on infrastructure that facilitates this option.



	Additionally, I would like to see the city enforce idling restriction with more strength and tenacity. Have the new community service officers trained to watch for idlers and deal out tickets to bad idlers (after warning perhaps). Also, if the law could be extended to commercial property as well that would be great. Many idlers in big parking lots are untouchable.
77	How much is it going to cost? What will be the return on investment?
78	I think zero-emission vehicles are fine, but usually, a solution that only caters to the wealthy. It makes sense for organizations/government/business but is unrealistic for most households.
79	This is great but it should be done away before 2050!!!
80	The Production and discarding of batteries that make up electric cars are often worse for the environment than fossils fuel are. In large trucks and buses smaller diesel engines running a generator and then electric motors at the wheels would reduce the amount of fuel being used while still making the machines functional.
81	I have invested in an electric car. Having e-charging stations in town helps support this decision
82	The challenge is the cost of the electrical grid and none of it is going to happen overnight. Nevertheless, unless we come up with some other technology (natural gas powered cars/light-rapid transit systems, etc.) electric seems to be our most viable option.
83	There is no such thing as a zero emissions vehicle, simply where those emissions and how they are produced change, and have their own environmental dangers and hazards upon mass implementation. Changing to cheaper and better alternatives such as natural gas or improving efficiency should be looked at. Simply mandating or requiring ZEVs which I'm guessing means electric vehicles comes with massive infrastructure problems with ballooning costs to the public, as well there are no recycling programs to deal with the expected exponential increase in toxic battery wastes if such things were enforced. Supplying options for a sustainable transition, including to the cost of living should be the way to go.
84	Great idea. This coupled with moving toward zero growth will become more attainable. On a world scale going to all electric is not possible.
85	Parking discounts hurts city revenues more than it would promote e-car purchases. Mandate all taxi, ride share & local delivery vehicles to be electronic only. FYI: Natural gas is 20 times the green house gas as CO2 and should be removed from long-term planning.
86	You need to consider the pollution created when batteries are produced, the transportation of these heavy products, the recycling. All of this takes energy and significant resources. Are we really getting any farther ahead or is this just a FEEL GOOD move?
87	Skip natural gas use of any kind and go straight to hydrogen fuel cells.
88	The manufacturing of zero emissions vehicles creates a heavy carbon footprint, as does the generation of electricity. Not sure we are ready for this type of change just yet.
89	Strongly oppose a fee for commercial loading and parking.
90	More ambitious, we can't wait until 2050. We CAN do it by 2030.
91	It must also consider how much more expensive these vehicles are and also the fact that already built high density residences do not have charging stations. It is extremely expensive to add these.
92	I believe that commercial vehicles should not be able to leave vehicles running while making drop offs. My friend lives downtown and she is sick of the noise and fumes and plans to move.



93	Stronger anti idle enforcement. Eliminate natural gas usage within city.
94	Don't agree with ZEV priority parking. Replacing vehicles sounds good but is it economical in savings? When buses wear out replace them but to scrap good equipment is folly.
95	If we, the public, are paying for the electricity and subsidizing electric vehicles, why shouldn't low emission vehicles, that don't use child labor, and require less money, also be subsidized?
96	I am NOT in favour of LNG as my understanding it is a very dirty industry and wreaks havoc on the environment.
97	"Renewable natural gas" is not a thing...its still a fossil fuel.
98	Rather see more emphasis on reduction of vehicles in the first place. Manufacturing of e-vehicles requires lots of energy and materials.
99	Where is all of this electricity coming from? Site C alone can't do it.
100	100% no idling bylaw city wide, including commercial trucks and vehicles and private vehicles.
101	Kamloops is spread out, you cannot force everyone to live downtown, and with these policies, that is what you are attempting.
102	ZEV create other problems. These vehicles will require more power leading up to the requirement for more power.
103	Public transit and bikes is greater than EV's.
104	I wish I could strongly agree with policy option 3B, but I wouldn't want to impose a fee on people until ZEVs are comparable in price to traditional gasoline burning engines. If the fee were imposed, it would almost be like a tax on less wealthy private citizens who may want to do the best they can, but simply can't afford a ZEV.
105	Incentives for ZEV vehicles is a tax on the homeowners of Kamloops. Homeowners that already pay an outlandish amount of property taxes compared to other communities.
106	Stop targeting new development, all that does is increase the cost of new housing and penalizes new housing which the City reaps millions of dollars from. You are going to exuberate the current condition of lack of housing in this City by these this targeted approach. If you are going to get serious about zero emissions then it has to be a full on approach with everyone contributing.
107	Again, forcing taxes on those who don't adopt a questionable technology is wrong.
108	I am not a climate denier, but accept that the climate has been changing for 4.5 billion years. Why do people expect the temperature to remain static when it has never been static? Why is Greenland called Greenland? Because when the Vikings discovered it, it was covered in green forest, then the climate changed without human intervention. All of these proposals are not only folly, but hugely expensive folly.
109	Whose 5 year old kid is going to mine the Cadmium for the batteries and where is all the electricity going to come from. I saw people like you when I was stationed in Georgia in the 60's, DREAMERS.
110	I would rate my support much higher for question #16 if not for the car sharing.
111	More public transit and less single-vehicle use policies.
112	All good except to be cautious of wading into downloading territory from higher level of governments.
113	Happy to see these.

114	#16 incentivizing ZEV vehicles should be at the province level. The City need to focus more on infrastructure to support new technologies.
115	Single occupancy vehicle incentives will not solve our issues. More vehicles demand their manufacture (not a carbon neutral process), and demand street space. Urbanism needs to make driving anything costly and inconvenient.
116	Excellent notions but the money has to be there
117	Let us hope these vehicles are available, affordable, and reliable for range in winter!
118	EV are coming and will evolve naturally. No need to provide such incentives in this community.
119	Provide education and subsidies for farmers so that they can be greener. Use solar panels, electric vehicle and machines.
120	When you get into commercial vehicles, with pundits claiming they'll soon be self driving, it is complex. The economics is complex. I am all for lobbying other levels of government, including the province re: enforcement of safer laws for cyclists and pedestrians.
121	Zero emissions zones discriminates against low-income people who can't afford ZEV's and have no choice but to drive old cars.
122	Charging people who cannot afford to buy an electric vehicle disadvantages those already disadvantaged.
123	Look at other jurisdictions where these tax payer funded initiatives didn't work. People are fed up with wasteful spending on needless things.
124	Please see previous comment.

Big Move 4: 90 Comments on Zero-Carbon Homes & Buildings Policy Options

1	I have read that German experience has demonstrated that, once you have learned how to do it, a passive-house emissions free building is no more expensive to build than high emissions buildings we build now. It is important that we get there QUICKLY!
2	Would like to see existing commercial/office space upgraded (energy efficient, etc.), if necessary, and occupied before building new commercial space.
3	Good ideas.
4	TRU uses wood burning heating in some buildings; this should not be encouraged or repeated.
5	Not sure this is the right place to put this but, since becoming a disabled senior I have become so acutely aware of how many buildings are not accessible to people with disabilities, walkers, wheelchairs, and walking sticks etc.
6	Electrification of TRU will be a model for other projects and will be fully supported. Carbon reduction program is a better step for TRU and humankind's future.
7	All of these are great plan. I don't have much to add but my suggesting will be to reuse large shipping containers to make cost effective houses. This is a great substitute to traditional houses and also less costly. Another idea is to use Eco-friendly and recyclable materials to built houses.
8	All great ideas! Cost recovery will occur over time.

9	Kamloops missed the boat a few years ago when council was asked to support a bylaw that new homes roofs be solar panel ready!
10	BC Hydro is so costly. We have an in law suite with electric baseboards, it is \$100+/month to heat this small space in the winter this is not sustainable. Unless the rates are lowered, people cannot afford to heat homes on mass scale with BC Hydro.
11	2030 should be the absolute target for all of these, and even that may be too far in the future. We need incredibly drastic change and Kamloops needs to hold businesses accountable and need to comply with these. Businesses should not be allowed to loophole out of this, economic and businesses sectors MUST be secondary to environmental health in ALL these decisions.
12	Natural gas remains the ideal way to cook food. Don't outlaw natural gas.
13	Incentives should not only be explored by 2050 but fully implemented and available within 5-10 years. Dates should included for when program research will be complete and pilots will begin.
14	When buildings are changed over and retrofitted what happens to all the old material and supplies. The dump again? Wow what a plan so not green or efficient.
15	Definitely all new builds should be putting in green materials. This is a no-brainer here in Kamloops with our days of sunshine year round. Solar, geothermal or wind must be the norm going forward with any new buildings. Our city council must show leadership and positive action in protecting our environment and stopping further pollution. TRU has definitely taken the lead here in Kamloops! Older buildings must also be assisted and encouraged to changeover to clean energy use and green materials.
16	A massive campaign to assess private homes for energy efficiency at minimal cost must be readily available not some short offer from some level of government.
17	Need true cost benefit for all of this.
18	Electric heat? Who can afford electric heat? Natural gas is low carbon and Canada has the resources for it! Oil and gas are needed to manufacture and produce all your suggestions, from manufacturing wood products and the metal products needed for everything that is being suggested.
19	Retrofitting existing buildings would be very effective and create jobs as well. Financial incentives would encourage this. Requiring higher efficiency heating and cooling systems in new buildings would help too.
20	All of these rebates and everything are great... however we are already so heavily taxed. The transition will take a cost, like all transitions do but please keep it in mind.
21	We definitely need to take advantage of new green building products and ideas on the market. We cannot delay in moving forward with sustainable products and clean energy!!
22	Retrofitting existing buildings to reduce emissions will also create a lot of unnecessary waste. This needs to be part of the calculation. Waste reduction and complete recycling needs to be a priority.
23	Q.19 and 20: The city is REALLY late to the party on this. Really, it is ridiculous that these were not made policy 10 years ago. Q.21: TRU at this point is a fully corporatized real-estate investment and development platform. Yes it should be electrified, but I don't think the city needs to foot the bill. The city can/must be involved where TRU interfaces with surrounding energy and transport infrastructure adjacent to the institution, but on-campus can/should take care of itself.
24	I'm keen for geothermal heat options, solar energy to heat water that can be used for heating buildings (old fashioned radiators) and even electric heat (from good old baseboard heaters) and any "older" methods that can be used for heating homes without the use of fracked natural gas or wood burning. The technology we need will be the kind that will allow us to heat different parts

	of our homes at different rates/times. For example: in the winter keep most of the house cool and just heat the room that you're in (and just "pre-heat" the room you're going to move to next). In the summer: allow most of the house to be warmer, and just cool the room you are in. A big part of this is changing people's minds about what is comfortable enough, while also being smart (in terms of taking care of the planet while also taking care of ourselves). We are going to have to do things differently. The biggest thing will be trying to help people understand the benefits to ward off panic that can be brought on by change, or worse, resentment that will bring about flat out rebellion.
25	I like the idea of financing retrofits. I believe you noted one place that added it to the homeowner's bill. An overall cost vs savings analysis would be helpful for retrofits or new installs. Plus the added value it adds to ones home when they sell their house.
26	Again, I feel an all or none response might disproportionately affect community members. If there is a push toward more renewable ways of doing things, there should be economic aid for those who've already 'paid their way' using fuel-dependent and previously accepted means.
27	Ensure technologies are affordable before implementing requirements on home builds. Need to keep homes affordable for families.
28	An awful lot of words like, explore, support and advocate where I would like to see, "we will...." commitments.
29	If new regulations do not demand increase efficiency standards for new buildings, the developers are not going to do it. I'm strongly in favor of all the options offered here.
30	Previous government incentives for consumers have been a rip off. Studies had to be paid for before and after the work being done, so that savings were quite small.
31	Focus on new green developments and minor retrofits to older buildings.
32	You include TRU's emissions reduction in your report as a city reduction I believe, as per the report to the BCSEA almost a year ago. If this is still the case, it's completely misleading as the city, to my knowledge, has had zero to do with that and claiming it as a reduction and a victory is abdicating responsibility.
33	No energy is clean; the cleanest energy is the energy least used.
34	Focus reductions in commercial buildings first.
35	Need to address residential wood burning as people do not understand how harmful PM 2.5 is and think burning is safe and switching out wood stoves is not the answer as there is no safe burning. There is no reason this should be happening in the city and it is shameful our own mayor does not understand one cannot get help for this when a person is smoked out by their neighbour's toxic hazardous waste, it is truly criminal.
36	Go beyond the Step program requirements and accelerate net zero homes
37	Consider zoning based on building massing rather than units per site as the latter encourages maximal build-out on the site leading to single homes that attempt to look like a village in lieu of an actual village.
38	Require Kelson Group's City Gardens project to be a positive example of the way ahead, similar to TRU. City Gardens approval should come with caveat of all the infrastructure being net-zero ready, and a portion (eg 50%) being net zero from the start. In addition to net zero, LEED certification should be a criteria, so that the environmental impact considers not only carbon, but other environmental and societal benefits.

39	Where economically viable - not all people can afford! Find solutions that will accommodate our aging population.
40	Ban new natural gas installations and incentivize swapping gas furnaces/appliances for electric
41	Re item #20: Actually I support this 100%; but I also realize that retrofitting can be enormously expensive. May not be possible to do on more than a limited scale.
42	Good to know TRU is aggressive in this area.
43	Prefer a passive house standard, as opposed to net zero, when regulating new buildings.
44	Converting existing buildings (homes) is a concern of mine. Some homes will cost too much to convert even with subsidies.
45	no comment
46	Making buildings more expensive is not helpful. Any attempt to mandate "clean" energy if it involves the intermittent environmentally damaging wind or solar should be outlawed. If we are taking about geothermal or hydro that is more acceptable.
47	Not allowing wood to be used for constructing buildings is most asinine thing I have seen thus far (Carbon in cellulose and other organic compounds in wood). Presumably also means no wallpaper, wooden doors, etc. to make a zero carbon building. Also, concrete contains Carbon and impossible to have a true 0 Carbon building. TRU could best reduce its Carbon admissions by not allowing any students with their attendant exhaled CO2 emissions.
48	I absolutely support buildings needing to be greener, but it won't be fair for businesses or homeowners if it's forced upon them without being cost-efficient. Grants, rebates, and market pricing absolutely must reflect affordability for people to have incentive to buy-in to using green strategies with new builds as well as retro-fitting. Carbon taxation should go towards this kind of stuff.
49	TRU is empty. Yes, in future it will be less empty, but taking courses online will continue on post COVID, meaning, less need to invest in TRU physical buildings.
50	All new homes should be wired and ready for an electric car to encourage adoption.
51	Point 20 could be very costly to implement. Are individual homeowners expected to foot the bill? Many homes are not being cared for now? How can we expect low income and fixed income folk to implement these changes?
52	I don't understand what you call clean energy? Electricity? More flooded environment for more dams?
53	Buildings need to breath, or they are unhealthy. There is only so much money available for affordable shelter.
54	Again, who is going to pay for this?
55	Let's not stop at carbon reduction or even at sequestration. Let's have buildings with green roofs and water collection systems which can be one and the same. Let us explore different building materials that do not create pollution in refinement\construction. Less cement, more wood, maybe fungus. Look it up, it's cool.
56	TRU is able to do these carbon reduction programs because it is SUBSIDISED by taxpayers. But now, with reduced revenue at TRU due to COVID not allowing international students, TRU probably will shelve that program.
57	You are barking up a
58	Retro fitting will be far too expensive.
59	I am not sure if the retrofitting and grants would be available for home owners. It would be a help emissions if they were.

60	I live in a rural community. We use the least possible carbon we can.
61	Would part of this plan look at rooftop gardens/green spaces? We need more green, and we need creative ways to manage and access food.
62	These ideas sounds like the cost of living going up without an end in sight. Just like TRU's tuition. Having options or incentives for being energy savvy is a good thing, mandating it into building code and the increase in costs, structural design, all inflate the cost of housing for new homeowners and the cost of living. People are not getting ahead financially, costs are sky rocketing.
63	New builds don't need incentives, just make it mandatory and the cost of a new build. Looking forward to a massive retro fitting of old existing buildings.
64	Advocate for National, Provincial and municipal Minimum building code standard of Passive House or Living Building Challenge.
65	The city should not overstep its mandate.
66	Retrofitting is expensive. Grant and other incentive programs are key to success.
67	Again, hidden consequences may seriously affect quality of life issues in homes.
68	I am thinking that it is better to move on with new development that is cleaner. Retrofitting sounds way too expensive for aging structures that won't be around as long. We live in the Northern Hemisphere and we need efficient heat in the winters. Solar energy and wind energy are not reliable. I think we need to move towards an appropriate cleaner end result but setting a time limit isn't entirely realistic.
69	What has the city got to do with TRU, is it not a private business. They should follow the city bylaws with regards to construction requirements.
70	Excellent ideas. The past few years demonstrate the acute need for climate action now!
71	Great ideas, but is this realistic? I don't think so.
72	People can not afford to retrofit their current residences to the new standards, but anything built new should have to comply.
73	Who is going to pay for changes?
74	Micro grid solar.
75	I really like all these initiatives, however it's important to remember that the carbon cost of producing and installing these green materials may outweigh the benefit of applying them, especially to buildings that are very old. Also, having lived in homes with both baseboard electric heating and natural gas heating, natural gas heating is much less expensive. To sell this idea, there should be a lot of discussion on how the electricity is going to be produced and what kinds of costs people should expect. Ideally, by the end of this electrification project, there wouldn't be a difference in energy bills between either of the two fuel types.
76	Needs to be cost effective.
77	Unless your talking solar power generation, electricity from Dams is just as harmful to the environment as other forms of power.
78	These force the use of technologies that may be greener than oil and gas but by no means are zero carbon. Anything that we use/produce today has some affect. Green electricity is not green, but less polluting and as more research is done, the costs and issues with the recycling of the materials is turning out to be huge. Hydro has significant environmental impact both upstream and down, wind and solar have massive production and waste issues that no one talks about.



79	Humanity has benefited from fossil fuels, and will continue to do so. We have massive reserves of natural gas and we should be exploiting them. Another massive waste of money. We will need more dams and electrical infrastructure to handle the demand. Or we can just expand the natural gas infrastructure and reap the benefits.
80	Waste of tax payer's money. The CLIMATE will always change and you will not stop it.
81	More support to existing homeowners would go a long way to seeing the retrofitting of existing housing stock, which will be around for decades if not a century to come.
82	Kamloops needs rent control.
83	Is Kamloops a wood-first community recognized by the province? Carbon emissions from concrete is the highest of all building materials.
84	Concern that too much too soon will make home ownership even less accessible due to increased costs. Make sure Technology is readily available and reasonably priced before making mandatory.
85	You have a lot of work ahead of you, especially with our decrepit buildings. Especially where the government of BC buildings are located. It will take a lot of pressure to get them to upgrade and retrofit those buildings.
86	not possible
87	As with EV, this is evolving, but is not a rush for this community. An evolution, not a revolution.
88	Just do it all as fast as possible.
89	Ignore Home Builder's Association whining. Their membership consists of only those who care about their profit margins and not incorporating green initiatives. Government needs to get tough. I'll probably whine too. We're running out of time and these questions should have been asked and enacted years ago.
90	Oh my

Big Move 5: 140 Comments on Zero-Waste/Circular Economy Policy Options

1	The main goal is to lower greenhouse gas emissions quickly and effectively. Beware waste-to-energy schemes that don't serve this main goal.
2	Would like to see existing "drive-thrus" closed, no new drive-thrus approved". Extend ban on all single use items and plastics, or advocate strongly with levels of government that can enact changes. (I am aware of the recently announced Federal initiative). Would like second point in #25 to be "Implement" rather than "Explore".
3	Ban single-use plastics now!
4	If we encourage people to make their homes more energy efficient we need to be careful we don't blast them with excessive disposal fees and fines, but encourage to make sure construction material is properly recycled
5	Either composting or methane capture by anaerobic digestion of the city's wastewater sludge would be a good policy.

6	Huge support for local organically collection and processing!!!! Other cities can do this... why can't we! Excellent initiative!
7	Curbside pick up of compost. And increased recycling for items not currently easy to recycle such as glass jars etc.
8	Recycling programs and process need to be easier for residents, and include a wider range of recyclables at curb-side pick-up. If this requires a greater number of bins for pre-sorting of recyclables (e.g. Styrofoam) then let's do that.
9	A well-versed approach is important as target of more than a decade seems like a challenge. Zero waste policy 5B looks promising.
10	I would love to provide 2 suggestions: 1. A great idea is to implement functional recycle bins. For example, in Istanbul, Turkey; a recycle bin is used which provides food and water for stray animals upon using the recycle bin. This project is called "Pugedon". This will influence more people to use this bin when they learn that their act will provide food for animals. There are other experimental bins all over the world such as bins with a digital screen showing how much waste it has collected and how much of that has been recycled (London), bins that play music upon using it and so on. Kamloops should have these kinds of innovative waste management bins. 2. Another idea for better waste management is to provide at least 4 types of waste bins on all locations. Separate bins for plastic, organic, glass and paper waste. In many cases whole batches of potential recyclable waste had to be discarded just because there were too many materials of different kind mixed in one batch. But implementing various waste bins will result in easier recycle process.
11	I believe the community is quickly moving to a point of doing what is necessary. The infrastructure has to make this process easy to do.
12	Waste diversion is great...but where is it going? Should be substantial fees on waste that has to leave the city.
13	Encourage Domtar to shut down ASAP. Transitioning workers to retirement or retraining. It is Kamloops biggest polluter and source of greenhouse gasses. It burns insane amounts of natural gas.
14	I believe that all of our waste should be repurposed with our regional district, in other words, that we shouldn't be sending our plastics half-way across the world for a developing country to deal with. We need to either develop our own facilities to do this or encourage entrepreneurs to develop recycling businesses using plastic, tires, etc.
15	Impressive
16	A small compost start up began in Kelowna and Kamloops to address the lack of composting. Their businesses model is wonderful (Friendly Composting) and while this is private and could be too expensive for some people, the city could subsidize for low incomes or make it a public service. In addition, the recycling depots are great, but being realistic, the vast majority of people are not going to recycle anything that they cannot just throw in their blue bin - and even then, knowledge about what can and cannot be recycled, how to wash and prepare it, is lacking and education is sorely needed.
17	Roadside compost pickup.
18	I'm surprised that we aren't already doing this! Reduce and/or divert 90% of paper, yard and wood waste from entering the landfill by 2032.
19	We should definitely be composting!!



20	I would love to see Kamloops as a leader and innovator in green/sustainable living while keeping it affordable and easy for citizens to participate in (incentives and ease of implementing). Composting programs, better recycling facilities, cutting down single use plastics etc. Let's really be a green city that puts us on the world's stage for this type of movement.
21	Substitute words like "explore" with stronger action words such as "institute".
22	Reduce your buying of single use plastic. Eliminate if you can. Target fast food restaurants.
23	Immediate rush on residential organics collection.
24	City wide organic waste pick up should be a top priority and implemented by 2022
25	Sounds like a plan but really does this happen and is it possible? Seen many recycle programs go to the dump or shipped over sea. Nobody in other countries want our trash.
26	3 words: Curbside Compost program. Would also highly support elimination of single use plastics in Kamloops.
27	Wonderful ideas here on reducing and disposing of wastes. 2040 is too far in the future, these should be implemented by 2030. We can all do our part, we need positive leadership to push forward on these important new ideas!
28	Ensure efficient building materials are not only energy efficient but environmentally and ethically produced. Ensure that any recycling program includes BC or at least Canadian recycling plants instead of shipping to other countries or directly into the oceans.
29	Make Kamloops a centre of innovation, a city-wide research centre, that with the help of industry and TRU that can share knowledge and profit from it. This will have to happen now to get ahead of other communities.
30	Please get a better recycling system that takes plastic and glass again, get separate bins or whatever it takes. Plastic use needs to be reduced but it also needs to be diverted from landfill. Also in Toronto, they used to have a Toxic Taxi that went around picking up a pre-set amount of things that need proper disposal, i.e. 5 lbs of old paint, pesticides, etc. so people would not just pour it down the drain. It helps carless people and the environment by reducing car emissions and improper disposal of toxic matter.
31	Need to encourage less consumption over all not just single use plastics. Need to support local food production.
32	Biofuels could be an option, however, do you plan on cutting down all BC's trees to produce it? You need mills and manufacturing facilities to produce biofuels, solar power isn't going to run these facilities. Get rid of plastic products that don't compost. Wood products and yard waste compost in landfills and the current composting program doesn't allow them to go anywhere else. Get glass recycling in! Glass doesn't breakdown and the landfills are full of it!!
33	It just seems like all the above should have already been done years ago, I hope it can be done quickly and with the enthusiasm of the public. We know better, but so many of us still don't do better. How will we get the public, businesses, politicians, etc. to participate more effectively?
34	TRU has many similar aspirations/plans, so please reach out to James Gordon (jgordon@tru.ca) to discuss!
35	This whole area of waste reduction is so doable. All the above strategies are important and could be acted on right away.
36	The planet cannot get rid of the plastic waste, building and wood waste and food waste. As we produce these we must dispose of them. No more sending these items to 3rd world countries expecting them to get rid of them!!

37	Ban single use plastics within the city or provide meaningful support for businesses that transition from single use plastics.
38	We need to get all organic material out of the waste system. Citywide composting of all organic matter. Including dog waste which should be composted on site at all the dog parks. It makes no sense to put dog pooh in a plastic bag and then put it in another larger plastic bag then take that bag to landfill where it can leak methane gas into the atmosphere for decades to come.
39	A diverse array of all sustainable energy and waste systems must be implemented. Arguing about which ones are right or wrong is a 'waste' of time. Who cares if gasification is better or worse than other technologies? Yes to scalable pilot programs of all mitigation, capture and processing systems.
40	If we could make recycling easier I think we would recycle more. I don't know that this is easy but I think it would make a big difference.
41	City really lacks any kind of recycling composting plan. The community gardens that operate could easily have a compost site in them but don't. Never mind a residential program or initiative like worm composting that people could make use of and reduce the amount of waste in landfills. The use of a worm compost could be very beneficial as it would allow organic waste that may otherwise be disposed in garbage (residents in apartments for example) to have that turned into nutrient heavy soil that could then be sold through garden centers creating a revenue stream for the city. Alternatively, if managing that is too big, provide residents who want a worm compost (see something like https://worm-composting.ca/worm-composting/product/worm-factory-360/) at a subsidized cost to compost at home.
42	Please see previous comment. Thank you
43	Kamloops is a huge waste center. I feel that by better managing our landfill, and educating citizens on how to organize their waste, as well as giving them ways to do so effectively and cost-efficiently, community members will have the opportunity to practice a more eco-friendly mindset. This in turn might guide them into more of these practices.
44	More composting. Collection of green waste.
45	There are great businesses out there supporting Reuse of many items, and even composting organics. The City needs to work with these businesses but not "fund" them. Businesses need to be self-supporting. I support things like reducing dumping fees to nil for thrift outlets (because some people do give them garbage) and businesses that upcycle and recycle. I don't support funds from the City going to these businesses. Someone needs to work with public health and Food Safe to find a way to allow take-out orders to be served in reusable containers.
46	We need lots more hard targets that are measurable, like the one dealing with paper, yard and wood waste entering landfill in 25 above.
47	Love, love, love! I'm very surprised to see that food waste are not being collected right now. Food waste reduction is ranked the third best practical solution to reduce GHG world wide out of the top hundred solutions according to the Drawdown Project. Improving the supply chain to reduce food waste is critical. Let alone composting the food waste themselves. Capturing methane from the Landfill is critical too.



48	"Capture all organic waste for beneficial end use". Some communities have curbside composting pickup and it is awesome.
49	Ambitious goal, you need to reduce consumer waste to begin with.
50	The focus really needs to be on reduction. Support, champion and incentive businesses like Footprints Company who are empowering people to reduce their footprint.
51	Scale is everything. Collect and process organics at the neighborhood level if possible; big trucks snaking through every cul-de-sac to drive carrot peelings to cinnamon ridge should be a non-starter.
52	What is meant by "integrate waste systems with local energy production"?
53	Improving the current recycling program and adding a compost pick-up program would be an easy change that could happen within the year.
54	We already have too much recycling bins and rules around the garbage dump that it is really ridiculous.
55	Many home owners have gardens that need their own organic waste. Subsidize purchase of Jora Composters - no rodents.
56	I have chosen 25% of my natural gas from Fortis to come from renewable gas. I would choose a larger amount except that the increased cost to me is too great for my fixed income. Hopefully cost will be able to decrease somewhat in future.
57	I start a huge compost pile every fall, using all of my yard waste and the leaves from 2 to 3 neighbours; support/acknowledge initiatives such as this.
58	Kamloops is so behind other communities. Explore strategies/opportunities to reduce single-use items and plastics. How long are we going to explore?
59	Where economically viable - where the burden does not fall onto the homeowners.
60	Eliminate single use plastic.
61	Improve city recycling program to accept glass etc. that it used. Lots of recycling is either put in garbage now, or individual households have to make extra vehicle trips to drop off recycling instead of group collection in city truck.
62	Rather than create a zero waste research centre, couldn't we benefit from other centres that already exist?
63	Additional policy option: develop programs to reduce food waste and encourage lower-carbon food choices. Policy Option 5C: I'm not in favour of generating energy from waste (incinerating). That emits toxins and builds infrastructure that requires a waste stream (it incentivizes the continued production of waste). We're better off reducing the waste.
64	Absolutely implement all of these.
65	The sooner the better.
66	It's deplorable that the city recycle program does not accept items such as glass, plastics bags, etc.
67	The capture of organic waste is a concern in bear country for home owners. The last thing I need is an organic bin attractant. Kamloops, in general, needs to do more with recycling. The region is 20+ years behind Metro Vancouver.
68	As long as no massive costs to the taxpayer
69	No comment

70	The "Beans to Bones" organic waste program in the RDN (Nanaimo) is popular and well used with weekly green bin pickup. Perhaps this would be an option to reduce waste. Most biofuel programs do not decrease CO2 emissions (if that is your goal). The reduction of single use plastics is freight with problems. Several studies have shown that reusable shopping bags for instance must be used hundreds of times before having less impact than a plastic grocery bag. The other issue of course showed up in the recent pandemic where people demanded and governments mandated standards that required items being sold in single use plastic items
71	Already compost. Biofuel for vehicles more costly than gasoline, the only useful option is to burn scrap wood/paper on large scale for heating. Not sure, what is means by reducing use of plastics. Is this part of the 0-Carbon buildings where no wood (containing cellulose which is a polymer and hence a plastic) would be allowed?
72	One of the main reasons I wanted to complete this survey was to voice how pitiful it is that we don't have curbside pick-up already in Kamloops. It's been around for decades elsewhere and there's no excuse for not having it here. Regarding construction materials - if you want people to have incentives to renovate to retrofit for greener buildings, don't concurrently punish them with higher costs for the waste of materials that will inevitably need to be discarded. Just support change and don't punish it.
73	Waste Diversion should be done faster. 2032 is far too slow. Our climate action plan needs to be much more aggressive. It is too late for my individual inputs to fight climate change. It is up to cities, governments, and businesses. Be a leader. We have the opportunity to be one of the first. Why not be more aggressive.
74	Dumb, super expensive options that would do anything helpful.
75	Get on with proper recycling, glass, soft plastics and compost end up in waste because of the poor recycling contract. Kamloops is decades behind similar cities in other provinces with full recycling and food waste.
76	If policy 5C Waste Diversion involves burning yard waste to make energy, then it is a hard no.
77	Does this mean that the city will start collecting yard and food waste?
78	Take on more recycling.
79	Taxpayers cannot afford all this research. Please provide more practical ideas in your next survey.
80	Who says single use items are bad? Plastic bags for example gives us a safe place to carry our groceries instead of a germ infested cloth bag.
81	Incentivize the private sector to take on recycling. Make recycling profitable, and then businesses will do recycling.
82	Based on the current recycling program I'm going to say this is a long shot. If you don't have a vehicle, recycling is too difficult in Kamloops. Once again we have sustainability solutions for wealthy people.
83	Regarding Policy Option 5C: Waste Diversion: current Kamloops waste collection rules are convoluted. I conditionally support waste diversion on the basis that it's simple. Many of my neighbours trash materials that would otherwise be recycled because they can't be bothered to learn what should and shouldn't be separated.
84	Its ridiculous how in Kamloops there is no green waste service provided by the city. Also the amount of things that CANNOT be recycled by City of Kamloops recycling service is atrocious.....NO GLASS, no plastics BAGS?!! Come on....



85	Also glass should be able to be recycled!
86	It's dumb that I have to DRIVE MY TRUCK to 3 or 4 different places to recycle things. Glass, soft plastics, Styrofoam and green waste should all be done curbside. If you do curbside for green waste, don't reduce other collection schedules. I have no room to store my garbage for more than a week without getting a bigger wheel cart; we are not really fooling anyone by doing that.
87	Like most of the policies proposed, the side benefits beyond greenhouse gas emissions are significant.
88	Have to door pickup service for all household waste whether glass, plastic, recycle or organic compost.
89	We need to recycle compostable waste, recognizing the problem with wildlife (bears), but West Vancouver does it.
90	I like this.
91	Our waste programs/recycling leave a lot to be desired.
92	I would like to see more approved recycling products for our weekly pick up and a compost pick up!
93	The materials that we are able to include in our recycling bins needs to be more inclusive. For instance, we should be able to recycle glass and plastic bags and wrapping in our bins without driving to somewhere that does that recycling. If that option is not available, we should be able to take those items to a convenient recycling bin in all communities in Kamloops.
94	It is not green when you ship recycling all of the world to get in processed.
95	I try very hard to eliminate plastics from my life. It is very difficult when the grocery store best price option is multi layers of plastic and the Farmers' Market is an expensive COVID slaphappy zoo. Some areas (European) have told the grocery stores "No more plastic" and they've had to comply. I would support such a move, and be willing to pay the higher prices to see that happen.
96	How is your methane collection system working at the wastewater plant? Last time I heard and toured your waste water treatment plant it wasn't, your landfill capture will be the same. Very finicky, low grade and costly, feel good project requiring extensive expertise and ballooning operating and maintenance costs.
97	Why doesn't the City use captured methane, etc. for heating their own greenhouses (build some) where they could grow their own ornamentals and trees and food production. Why is paper, yard and wood waste entering the landfill now? Seems a long time to wait until 2032 to divert this material. All buildings should be designed to have a minimum life of 100 years. Demolition of buildings should be discouraged due to the difficulties of addressing recovery of these materials.
98	5a, research and innovation center seems costly and unnecessary. Many solutions to waste management and efficiency integration already exist. 5b all organic waste should already be pickup curbside. Its mind blowing that it isn't. Items 2 and 3 are not new ideas and have been in operation in other city for decades. These are early 90s solutions.
99	The single use plastics ban is crazy. There are a lot bigger items you can take on that would make more of a difference. Reducing packaging with products is one major thing.
100	Research impacts of pharmaceuticals that remain in treated effluent and compost etc. on the environment whether manmade or natural to eliminate negative impacts
101	Organics program is very important.



102	Anything that reduces plastic I will support. And I still can't believe the lack of a compost program in this city.
103	More curb side pickup options please. Yard waste etc.
104	Definitely need a city wide all-year round organics composting program that comes weekly. Recycling should be weekly. Garbage pickup should be once every 2 weeks.
105	Be sure anything we are diverting is actually being recycled. Unclear what happens to the items we are separating from trash. We should explore opportunities to open a recycling plant here. And we need an organics program. This would reduce our garbage significantly.
106	Make the recycling policy for the city much easier to figure out. Provide twice a year a pick up for recycled material that are not taken weekly by the city. These materials could be taken to a site where they could be properly recycled instead of landing in landfill.
107	It's not up to taxpayers to create research centres. That is not in your mandate. Waste diversion is always a good idea.
108	Proposal will be self financing
109	Organic waste would include old antique chairs. Try to remember that biofuel is not carbon neutral. If wood waste is burned or pyrolyzed, it still produces co2. Selective reuse of and repurposing of solid waste items. I.e. reduce/reuse/ recycle. Again, your survey hides many serious consequences that affect quality of life.
110	I think integrating waste systems with energy production is a very idealistic option. More research and time is required to make this idea viable. Let us clean up what we can and use our money wisely. If we are in too much of a hurry, there will likely be more harm than good.
111	We don't need to create our own zero waste and recycling Center as there are lots of places to get the current info. The city needs to think more of downsizing staff and outsourcing for these initiatives. Have you ever done a study on how many people visit a waste site and how far they drive to get there the carbon waste must be astronomical, more curbside pickup would be very beneficial.
112	Expand local composting and larger yard waste sites.
113	Strongly agree!
114	Most of this was kind of happening before COVID struck. What about the cost for all of this? Canada/BC is already so far in debt that our great great grandkids will never see a balanced budget. When we do things like this, cost must be in the equation. Smaller cities like Quesnel has given up on recycling, as it tends to lose money.
115	City should buy locally recycled materials
116	Two things here: 1) Biofuel does have negative health effects, so it should be handled and used very carefully. 2) My understanding is that corporations produce far more waste than the sum total of private citizens do. I believe that these businesses/corporations should either be mandated or incentivized to implement large-scale waste reduction programs without putting the burden on citizens (e.g., historically soft drink producers collected and recycled cans/bottles without requiring the citizens to do it for them).

117	Kamloops is behind the times with waste and organic waste pick up. Should look to the township of Langley on how to do proper waste pickup and how to keep almost everything out of the landfill. This is all included in the resident's property tax, not a separate quarterly charge.
118	Plastics and consumer packaging materials should be included in this discussion! Governments need to look at implementing regulations around reducing the use of plastics, recycling of plastic and penalizing product packaging.
119	It should be noted that we already have these things in place. Current regulations should be enforced rather than adding to the bureaucracy. Recycling technologies need to be better as reports indicate most of our recycling today gets landfilled despite the extra costs added on to the user pay system. Issues with recycling, especially organics is that the public pays to get it recycled and then has to pay significant fees to actually use the product. Essentially double dipping for things that most people will not use (compost). Biofuels are massively wasteful enterprises - more energy goes in than comes out. The technology and/or plans need significant updating and research before they should even be considered.
120	We will always need landfills. Another huge waste of money and effort to tackle a non-existent problem (Global Warming).
121	I thought that I was already paying you to do 5C. If your not where is my tax money going?
122	Support waste recycling and support use of recycled materials. Do not waste money on a research centre that is not a city function. Waste diversion just means people dump it on crown land.
123	We took a huge step backwards a few years ago when the recycling system changed. It was no longer possible to recycle glass, soft plastics, etc. Some of us now drive more to dispose of these, the rest just chuck that stuff in the garbage. Also, need better disposal options for household dangerous waste (contaminated solvents, etc.).
124	Eliminate plastic single use packaging stating with the manufacturer. Recycle all heavy plastics.
125	I give strong support for garden waste and compost pick up by the city. Years ago I lived a year in northern California and loved having my yard and kitchen waste picked up on garbage day. Not everyone owns a truck in Kamloops, so transporting garden waste isn't an option sometimes. Also, I wouldn't use the compost created at Cinnamon Ridge ever, since it doesn't seem to contain a good compost mix. It has never appeared rich and earthy since most waste is evergreen or weeds that go to seed or tons of grass clippings, and the piles one can purchase from are dry. Where is the kitchen waste such as eggshells, coffee grounds, etc. or even newspapers?
126	Compost (green) bins are also common in Toronto. This would be a great thing to have in Kamloops to reduce food waste going to the landfill.
127	Efforts towards improvements in transportation and buildings are clearly the priority.
128	Need to have an organic waste pickup along with garbage collection. If each household has to make trips to Cinnamon Ridge, the vehicle emissions negate the greenhouse gas savings from the diversion.
129	Although I agree with all of the above, we need to focus on transportation first and foremost. Biggest bang for our buck as per the survey's opening background stats.
130	How about catching up with the composting yard and house waste too? It's so primitive to not have this service.
131	Yard waste/table scrap curbside pickup.
132	Positive thoughts.

133	Encouraging recycling is great, as is making it easy. Municipal governments should not be looking at it beyond that, they are not expected to be suppliers of energy. Leave that to the efficient private sector.
134	Think about recycling clothing. Clothing thrown in the trash is causing microfibers to be found in our air and water.
135	We do need better recycling than we have, i.e. glass and plastic bags.
136	Explore the rules in Boulder Colorado about the materials from tearing down a building. Ask Marcia what the ideal would be and then go for that. She knows.
137	2040 and 2050! You're late to the party. Move now. Accelerate.
138	What is captured in biofuel? I do not support cutting down trees.
139	Our tax dollars should be utilized for keeping roads properly maintained and lit.
140	Friendly Composting Inc. just opened for business this spring and has huge demand & success. Perhaps the City could contract work out to private industry for local organics collection?

Big Move 6: 77 Comments on Renewable Energy Policy Options

1	These are very progressive ideas. Thank you.
2	I don't know how important community solar panels are. BC already produces (especially after site C) more hydro power than we can consume.
3	Consider home rebates for solar projects similar to the wood burning appliance initiative. Highlight local solar businesses who can perform this work.
4	Provide large scale solar panels for free to few neighborhoods and show them the benefits of free energy, hopefully this will make them interested to invest more and more on renewable energy. Provide incentives to people who want to turn their house entirely green. Also storing rain water can provide a reliable source of clean water. Though a lot of people know that, most of them don't know how to store it safely, so we should show them how to make easy storage containers which are cheap to make and in use throughout the world.
5	Wonderful idea to be so progressive. It's a bit hypocritical with industries such as the pulp and paper mill spewing particulates.
6	Research capacity should be with the local university and aligned academic centres.
7	#28 is a joke until you retire Domtar
8	Yes, Kamloops should be a leader in the new green economy. We are in a great position to harness wind, water, and solar energy, and we have the research capacity at TRU plus progressive-minded citizens who want to stop the environmental disaster unfolding.
9	Lets start upgrading the street lights to LED! I know my neighbourhood would be prime to have an upgrade.



10	If we are still just "exploring" and "supporting" by 2050, it's too late!
11	Let's explore free energy. It is magnetic and is self propelling once it gets it's first start. Many patents, and we need to do research and develop for mass consumer use. Big electric companies will not be getting huge money from day to day users. The money stays with the people.
12	Need to balance industrial restrictions with support of industry. Still a large part of our economy.
13	Should concentrate on obtainable goals not a hub for BC low carbon transition. Spend too much money on things we can not control. Climate and weather patterns will continually change. The more levels of government and funding is a huge waste of money and usually a few years of implementing a project it is usually changed once again.
14	Love the idea of Kamloops becoming a hub for research, technology and manufacturing for low carbon innovations.
15	These should all be dealt with now and not at a later date. Everything else should revolve around this goal.
16	These seem beyond the scope and abilities of just the city.
17	We'd need an entire new city for all the grids that would be needed to supply power for the population.
18	Tie-ins with TRU research and development (pilot projects for example) would be great.
19	All great ideas.
20	I feel that the research is already out there. There is really no need for additional research when it is all readily available. Follow nations such as Iceland and downsize what successful locations have already implemented.
21	It would be wonderful to see Kamloops as a leader in innovation and research in sustainable development
22	With having TRU in Kamloops, let's support encouragement for research and technology classes available to students. We will be depending on future citizens to clean up this mess that previous generations have allowed to pollute our climate and environment. Time to stop the greed of fossil fuel corporations and to turn to a green, sustainable way of existing on this planet for all living things!
23	Both of these can be addressed by mandating rooftop solar and wind capture on parking garages and flat roof commercial properties. When implemented with grid-tie systems this can serve the energy needs of both the buildings themselves and the EV charging network.
24	I believe with increased pace of change comes increased instability. Technology and population are driving accelerating change so we must brace for instability (whether that be climate change, war, migration, disruptive technology, etc.) if we hope to maintain a high standard of living in Kamloops. I think a resilient grid such as a fractalgrid is an important part of mitigating these risks.
25	Volunteering small groups can be made to clear and help in clearing the garbage wherever needed. And most importantly planting trees wherever there is a gap.
26	Love it! BC has also an amazing untapped geothermal potential. We already are experts in drilling, why not subsidize the private sector to invest in geothermal power stations around Kamloops? Since the Oil and Gas industry will not do it, the regulations could help change things, and create a new sustainable industry. Sweden is good with "District Heating", they recycle the heat generated from steam turbines powered by the combustion of solids. This heat supplies every buildings connected to this "heat grid".
27	Harder to position Kamloops and rebrand it all as a green energy hub.



28	No energy is clean energy; research in area of lives fulfilled via low energy activity. Provide competitive low energy options for lifestyles. Greenways linking pocket parks equipped with active design components.
29	Heat pumps are not really an option for Kamloops as it is too cold here although wood stoves need to be stopped as it is a fallacy as they still burn. I would like to see bylaws have a law for nuisance smoke and wet wood burning and not to burn if it bothers a neighbour. We need a strict policy if wood smoke is bothering your neighbour and making them sick then they need to stop. Right now victims of wood smoke only get bullied further if they speak up.
30	I don't know what "neighbourhood scale renewable energy systems" means
31	Which type of energy are we talking about here? If it is electricity, we are wasting time and money as Hydro already provides clean electricity in BC.
32	The idea of distributed power would be great in the same way we might be able to reduce costs of things like composting etc. by doing this in a distributed manner. With this might be a need to train and enable people to manage this kind of stuff at the neighbourhood level.
33	I have had a heat pump since June 2007. Wish other people would choose that option over conventional air conditioners. My neighbours old AC units are horrible noisy & emit huge volumes of hot air! I realize cost is a huge factor, but wish an exchange old AC units for heat pumps could be put into place.
34	Engage higher levels of government for incentives to install technologies such as heat pumps. Kamloops contractors in my experience are much more conservative regarding such new products compared to other places I have live (Alberta and Ontario). Kamloops contractors actively discourage homeowners and landlords from installing such devices, except for a small number (two I know of) of small scale contractors. We need to pull them along and financial incentives can help.
35	A lot of exploring going on and studying going on, meanwhile we are doing nothing to decrease traffic in the City. Explore, research study, I thought this was an action plan.
36	Great idea
37	BC has low carbon electricity generation already, not sure if this is the low hanging fruit.
38	There is a plant in Squamish, BC that turns CO2 into fuel. Please look into this as a possible benefit to Kamloops.
39	Fully agree with #28. This should be part of the overall EV program. Once a 100% EV transportation system is in place, we are going to need a LOT of electricity.
40	Explore the use of Social Enterprises for the installation of energy systems and building retrofits.
41	Rely and leverage provincial programs in this regard.
42	No comment
43	As I have already stated mandated wind and solar are expensive environmental disasters at least when used in large scale. There addition to electrical grids in places such as California and Australia has led to blackouts and massive slaughter of bird and bat populations. And this at a time when the adoption of e-car use is still very low. I am opposed to them being included in any energy grid. Natural gas is by far the most efficient heat and cooling source for buildings and should continue to be used.
44	Local energy production desirable as from standpoint of resilience but far more expensive than centralized electricity generation. Have a gasoline powered generator for backup and solar panel but cost/KWh likely 10x what I pay to BC Hydro. Solar power at

	this latitude not practical compared to closer to equator. Also requires large battery banks for storage and significant expense. Local power generation capability great backup option and suspect that best way for this will be via small nuclear reactors which have been used in Russia for years for towns in Siberia. No hydroelectric power potential in Kamloops.
45	Kamloops should produce some of its own energy to supplement BC hydro. Aberdeen is windy, especially in the winter. May be an opportunity to become a wind power leader.
46	Put in a rapid transit from all ends of Kamloops boundaries.
47	City planners seem brainwashed and brainwashing?
48	Again we do not elect you to solve the world supposed problems. Look after what you are elected for. The city of Kamloops taxpayer.
49	Let the private sector take on these challenges. No taxpayer subsidies for these programs.
50	What do we do with end of life equipment used?
51	What about solar power options?
52	I'm ignorant of the complexity of the statements above, but if the larger than neighbourhood policies move us toward reduce, recycle and look to the future sustainability, I'm in favour.
53	Your infrastructure will not be able to handle the demands being mandated, even with your above brainstorming. Anyone who knows anything about electricity or an engineer could explain it. The electrical load even for air conditioning in the summer is huge. Imagine 20 or 30 thousand electric vehicles all being plugged in.
54	Sure would be nice to see a Provincial research centre established here for renewable energy.
55	6a: second option is not truly necessary. I've lived here 1.5 years and already can tell where the best places for solar installations are. Study data could back that up. 6b: #2 I would need to see more details of operation with a detailed cost analysis before supporting this item, sounds expensive.
56	Develop geothermal district systems and utilize solar and wind resources to produce green hydrogen for local use and export
57	All in on renewable, decentralized energy.
58	All financing is most important
59	At present it is almost impossible to contact and talk to professional people regarding (out of the blue non academics) who just might have viable ideas on issues. These people must be reachable and open to such out of the box thinking.
60	These are good ideas that need a huge amount of time and research on a global scale. We should not waste our tax dollars trying to be perfect and make things happen too quickly. Continually working towards cleaner air, cleaner water, kindness and preservation of our beautiful local home in nature, is a realistic and genuinely wonderful goal.
61	Learn from what others have been doing or from studies. Why do you have to have your own research and technology center, it's like you think you are smarter than the other people who are currently doing the same thing. Push at UBCM for sharing of these technologies and ideas let's not have every city with its own department, quit trying to grow the city staff.
62	As long as things aren't 'researched to death' and things are actually IMPLEMENTED.



63	Worthwhile as Kamloops is only going to get hotter and hotter with climate change.
64	I love Kamloops and it has always bothered me that Kelowna used to be smaller and has now surpassed us. While that's good for dealing with things like traffic, it also means we can't attract talent and infrastructure like Kelowna can. For example, our hospital is quite outdated whereas Kelowna is able to make improvements and offer more (and better) services. I think Kamloops should be positioned (aggressively) as a hub for green technology, and technology in general.
65	These all sounds like great ideas, but at the end of the day what does it cost to the taxpayer. No where in your survey do you address costs. Neighborhood energy systems are very expensive and usually aren't cost effective nor feasible.
66	As an older citizen, I most likely will not be around to see all the Green & Climate change recommendations implemented. For many families it will be a costly change & require many newly hired employees to make sure the citizens of this city obey the changes proposed. I do take public transport at certain times & recycle whenever I can.
67	If lower temps than -4C occur, Heat Pumps need Back Up Heat source and you will not be able to supply it in a town like Kamloops. The old GE piston compressor Heat Pumps could handle lower temps but the new Rotary compressors with the newer refrigerants are useless.
68	So, how much has the temperature risen since 1999? Where is the data? How did the predictions made in the early 2000's work out?
69	Additional incentives from the city for energy reduction might encourage more retrofitting of existing systems on homes & buildings.
70	Get moving!!
71	Kamloops has an opportunity to be a leader in progressive policy - the more communities that take climate change seriously the more we can change things at a larger federal level.
72	#28- not convinced that heat pumps are that efficient in our climate. Have had 2 in our home, and having them run 85% or more of the time and never feeling warm wasn't my choice. Natural gas furnace comes on for 10-15 minutes every 2 hours, and home is warm.
73	Excellent ideas all around.
74	Leave it to the non-governmental organizations. Society will guide.
75	There are countless trained people in the energy sector eager to be re-trained for sustainable: "Iron and Earth" They already know how to get the workforce geared up for this.
76	Sounds like green washing with no tangible results. Depends too much on outside investment.
77	Low carbon transition? Look at Spain. Germany, and Ontario all failed greening their systems. Stop this madness.

Big Move 7: 86 Comments on Zero-Carbon Civic Operations Policy Options

1	Yes. But similar goals & reporting required for the City (& province & country) as a whole, not just the municipal operations.
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2	In all phase out of fossil fuel situations it must be manageable and cost effective, forcing communities and businesses to move from fossil fuels has to be a neutral and not over bearing cost expense or you'll loose existing business in the city
3	Accounting for carbon "externalities" in our economic calculations on a large scale is crucial in moving towards a future that doesn't imperil organized human existence.
4	I have always dreamt of Kamloops becoming one of the cleanest cities in Canada. I am most particularly interested in some kind of litter reduction.
5	Communication with community is key.
6	As we should try to touch people of every age, we can start from the youth. There should be arranged awareness programs in schools, colleges and universities so that students start learning how to protect and help their environment, what should be their responsibility towards mother nature.
7	Impose education! For example, permanent radar speeding signs along all corridors.
8	Again, Domtars presence makes these a travesty of these objectives
9	We either spend the money to initiate green alternatives or we are going to spend it and probably more money on social costs of environmental degradation, such as health care, loss of employment, clean-up of disasters, such as wildfires, etc.
10	I agree with the need to reduce pollution in various forms. I am hesitant at the point to 'strongly agree' with the above questions due to the questions of where we getting these new forms of low emission products. Are they from countries with high environmental standards like Canada? Are those employees compensated like employees in Canada? What are the environmental impacts here regarding 'green energy'? These are questions are not fully answered as of now, so I'm not jumping on board just yet.
11	Strict carbon taxes are an absolute must as a first milestone to stop the business and corporate sectors degradation and destruction of the environment. 100 companies in the world make up 75% of emissions, and while we likely can't control those businesses, it shows how fruitless other initiatives are if not in tandem with a drastic overhaul of corporate freedom and functioning.
12	An education campaign on the effects of climate change and how small decisions in our everyday lives can make major differences would be greatly beneficial.
13	Communication and Engagement is key. School outreach is important so that children influence their parents.
14	We are in a Grand Solar Minimum, less solar radiation, the planet is cooling overall. Scientific proof and data. Carbon is life. We are carbon, plants use carbon and give us oxygen to breathe. The "science" the UN follows is UN agenda science. If they don't agree, they are not used as UN scientists. Learn and adapt.
15	EV vehicles should have free parking everywhere in Kamloops.
16	Education it's key to progress any of these ideas, need a lot of public engagement/change management.
17	Taxed to death.
18	The measure monitor and report should be part of the entire strategy not just this one action.

19	Phase out fossil fuels? Look through your home and the clothes on your body. Everything from wood, electrical wires, appliances, TVs, phones, windows, doors, clothes, shoes, buses electric or not, are all produced by fossil fuels! Should we all live in hide skin yurts with wood burning heating?
20	The education component is very important.
21	The average citizen is aware of what going green means. Just make announcements at milestones to celebrate the wins. Always tough to say we went green without the City leading the way but it also is easy to perceive as the City wasting money going Green when not many are calling for it.
22	Definitely common sense to monitor and share with the public how these goals are being met
23	Q.30 can also be applied to schools, along with energy and efficiency retrofits.
24	When tendering projects (RFP's), "Sustainability" is allocated a very small percentage of the evaluation scoring. Maybe a higher portion should be allocated. That said, there is no process I'm aware of for Procurement to verify that a proponent really does what they say they are doing. (Unlike a reference check.) The best writer wins? Businesses may implement better sustainability practices if it could affect their work prospects with the city.
25	If city is wanting to pursue a zero carbon policy, then all travel by city staff and council on city business should have 0 emissions. Thus no flights and only travel via electric vehicle. And that travel should only be considered after attempting to meet via tele conference i.e. zoom. Thus the city can be leaders as to what they are expecting from residents and businesses in town. As well as reduce the annual travel budget freeing up funds for other climate initiatives. This would also be a good time to assess city roles. What work can be done from home and what needs to be done in the office? Implementing a work from home policy as well as potential streamlining current roles and duties to eliminate and excessive overhead due to an abundance of staff, thereby reducing the carbon footprint of city staff
26	#31 - cost in wages and consulting, at an early stage, would be wasteful. Consideration at a later stage. Spend money where it is needed NOW. Yes, I have a personal interest. Rebuild/build continuous bike paths throughout Kamloops to give commuters options. To give families a chance to embed this lifestyle in their kids.
27	Like the first option of having the city have zero carbon fleets because it sets a standard and precedent.
28	I would offer support to the City to provide public engagement, education, and mentoring of residents in enacting the Community Climate Action Plan.
29	Living in Kamloops, why do we not have more solar panel incentives?
30	Useful
31	We need more laws and regulations around wood smoke, get educated and stop telling people to switch out their wood stoves as they think they are burning safely and it is not true. Stop hurting your neighbors with toxic pollution.
32	I don't know what "an internal carbon price into lifecycle cost analysis" means.
33	Please avoid greenwashing! We need a real transition here. Not just communication strategy.
34	We need to go beyond education and go to financial incentives, bylaws and fines for pollution (stick and carrot).



35	Education and outreach campaign and engagement. If you want to build in processes of real engagement consider local processing around participatory budgeting etc.
36	More re heat pumps vs old AC units: cost incentive to replace those horrible old units, if possible.
37	Bike infrastructure projects bring people together. Simple solution.
38	Only if it is clear what is meant by "climate lens". No one is designing things to use more energy than needed already. If there is no clear, practical meaning for this then it becomes "management speak" and can be a waste of time and energy.
39	The City of Kamloops should offer their staff the option of a transit pass instead of a parking space, and provide incentives to other employers to do the same. Policy Option 7C: please do much more to raise awareness and build support for climate action. This will require funding, of course.
40	This all sounds great but none of it will happen unless you actually fund it.
41	Explore the use of green bonds and impact financing from local community to finance the needed changes.
42	I'm reluctant to support city carbon programs that add cost. Any such programs must be viewed with a cost/benefit lens.
43	More propaganda on climate alarmism is hardly required when green NGOs supported by a large network of media are already spending billions to promote the idea. Natural gas is by far the most efficient heating and cooling energy form (although geothermal may be as good long term) and by far the least expensive.
44	I'd you plan to implement carbon lens on costs you must also use a social lens on the increase cost and how it impacts affordability.
45	Considering that we're all carbon based lifeforms, will this include the weight of all people in Kamloops and city staff? Presumably a morbidly obese person will have a much larger "carbon footprint" and will there be a carbon tax based on their weight if they chose cremation? Also would they get a discount if they chose to engage in carbon sequestration by being buried in a metal casket? City can only affect local climate in terms of tree cover and other vegetation. Climate always changes and the fact that the city of Kamloops has bought into the catastrophic anthropogenic global warming scam is very concerning. I'm concerned far more about a new Maunder minimum and less so than the inevitable next ice age which will be coming and 3 miles of ice over Kamloops will make todays concerns seem somewhat trivial. Redundancy in electricity production one good idea I've seen but that's something that should be an individual decision, not a city one. CO2 is plant food, we are carbon based organisms and most important thing to do is to keep carbon cycle going. Forgot to add that 0-carbon buildings cannot have any limestone or other carbon containing rocks used in their construction. Perhaps if those individuals who came up with this survey would check to see if what they're proposing is consistent with biochemistry they wouldn't come up with inane terminology.
46	Castles in the sky. Government is broke, companies are mostly belly up and consumer debt has never been higher.
47	Please no more communications experts or communications plans. We need more doers.
48	Policy Option 7C: In regards to communication there needs to be effective communication debunking all the myths around electric cars and renewable energy.

	<p>For example our own local newspaper often publishes articles in the opinion section on electric cars that are full of (purposeful?) misinformation.</p> <p>For example, most of the world's cobalt is not used in EVs. A smartphone uses cathodes made of 39% cobalt and EVs only use 4% cobalt in their cathodes and are constantly reducing the amount required. There are currently EVs that are using zero cobalt (lithium iron phosphate cells are used in Teslas in China).</p> <p>Nobody cared about the Congo 5 years ago when the Cobalt was used in our smartphones and suddenly on Facebook this information has spread. The only positive of this smear campaign is that smartphone producers along with EV battery makers have pledged to now ethically source their cobalt. If not for EVs this would not have happened. In addition Canada has large cobalt reserves that could be ethically extracted.</p> <p>There are too many myths to debunk, but low range and poor winter performance are not a concern with a modern EV.</p> <p>Source: Fully Charged Electric Vehicles and Clean Energy, Robert Llewellyn 2020</p>
49	The world will always need fossil fuels and related products we need to survive comfortably. Canada gets ahead when it monetizes its vast oil, gas, mineral timber and water resources. We need the resource jobs to support our part of the world. This should not be city business. Many taxpayers may be forced to leave. Seems to be against Charter of Rights and Freedoms.
50	AS said earlier.
51	Man-made climate change is not a serious issue to warrant hundreds of thousands of taxpayer dollars to be spent. The City of Kamloops should focus on providing services for Seniors instead.
52	It's incredible that these options are only being discussed. It's 2020, its too late to be just conceptualizing stuff like this.
53	If a person could see some benefit from this Carbon Tax, it might encourage more of us to support it. Up until now we see no changes by the money being collected of this tax. Why are we not being informed of what good things are happening using this money?
54	There is no such thing as carbon neutral. We will never stop using plastics.
55	Allow as many employees as possible to work from their homes to help minimize the emissions that they entail getting to and from work.
56	City need to look how they use energy in existing buildings and street lighting.
57	These ambitious plans will inevitably cost us tax dollars. I will happy pay my share to move this community in the right direction. We're not just at "climate change" we're at "Climate EMERGENCY".
58	I think the total costs should be disclosed, we never hear about the actual costs and use after these projects are put in place unless the statistics align with the image and projections. There have been many projects that are green and we never hear about what the actual costs savings or losses are years after implementing if it had the intended projected effect. Being honest with the public on costs including operating and maintenance over the life of a project.
59	This education needs to also include preparing for zero population growth. How businesses, workers, cities can transition to economic prosperity without growth. Our survival depends on it!
60	Last week walking my dog, I saw 2 city trucks beside each other idling with workers sitting inside, maybe on a break? They were still there 10 minutes later. Yes! Every city vehicle should be electric.



61	2050 is too long to wait to achieve all of these goals, set an aggressive deadline of 2030 and relax as required but at least start with maximum conviction.
62	Climate planning MUST be included in every aspect of city operations immediately. Outreach to citizens about what the city is doing is so much less important than the city actually doing it.
63	Definitely an outreach program to educate and bring people on board. Make sure there are good incentives for people to do so (both personal/selfish reasons as well as altruistic ones).
64	Please avoid spending tax dollars on promotional campaigns.
65	I'm sorry but I don't think we will ever be fossil fuel free.
66	City staff programs are great but: The attention put into them should be commensurate with the total community impact and you need to avoid programs that mostly just add more approvals and paperwork. Getting things done is already a slow process at city hall.
67	Zero carbon is not possible. Re think the use of bio fuels. This is one of the biggest lies told to the public. They are not carbon neutral unless left undisturbed.
68	Self-sustaining must have priorities.
69	I think we are already working towards these admirable goals. Does there need to be a deadline for this? It is a continuum on which we are ultimately aiming towards a cleaner world for all of us. Congratulate everyone for what they have achieved so far and provide encouragement to continue improving. Forget the deadlines!!
70	Send a message to provincial government and Ottawa that buying from other countries that don't have the same environmental standards as we have should not happen. You need to keep the big picture in view; pollution in India or China is pollution in Canada so set minimum environmental standards that countries have to obtain in order to do business with Canada.
71	Make businesses work harder to clean up their impact. It is too easy for them to ignore the benefits of recycling, reduced energy usage etc. in favour of profit.
72	Excellent ideas! How can people oppose these ideas?
73	Sounds good. One major area that could happen right now is to have the city vehicles have more than one person per vehicle, as well when there is a project happening is it really necessary to have four to six vehicles there?
74	These all cost money as it will be an endless stream of studies that will be disputed.
75	These policies need to be cost effective. As it stands today, electrification is far more costly than natural gas, which is also considered a clean energy. Thought to the taxpayer has to be a top priority.
76	I believe the BC Ministry of Highways tried assessing their carbon footprint and it was an epic failure in terms of cost, resources and obtained information and was eventually abandoned after 1 year. You also appear to sound as though zero emissions is a forgone surety. I don't believe that is financially feasible within the time frame outlined
77	Most education and outreach campaigns are expensive and partisan election campaign platforms which really have nothing to do with the environment. Everything suggested is going to significantly cost the taxpayers for very limited benefits. Again, detailed

	life cycle analysis and cost/benefit analysis needs to be done before considering options. How many km's of forest have we lost to hydro dams (and thus carbon sinks). How much carbon capture is lost when we cut down forests for wind and solar energy?
78	What will happen to a citizen who doesn't agree or who may not have the funds to transition to this Green change? Will they be penalized?
79	Waste of money.
80	Yes, by all means tell us what is going on. How much money will this cost the taxpayers? Don't factor in grant monies because it all comes from the taxpayer, you and I.
81	Again, these are excellent ideas but will only work if council pays more than lip service to reporting, supporting and implementing.
82	"Climate lens" isn't incorporated yet?! Points program for city employees (or anybody really) for green conscious transport/using reusable cloth bags etc.
83	Not sure that "zero carbon" should be the ultimate goal. Life is a balance of available resources.
84	Education and outreach campaigns do little to motivate and change behaviour. Providing hard infrastructure like providing bins at curbside collection for recycling glass and soda cans, for example, goes a long way towards people idling long periods of time to recycle or throw them into the garbage. Negotiating our air quality away with Domtar should end. Plastic bags - why can't the City start there? Are you telling me the City hasn't been considering green house emissions when designing their buildings and making their fleet? It's a bit embarrassing that the City is talking about now. Where has it been when the scientists released documentation about climate change?
85	Stop talking about this. Stop research this. DO IT! Don't delay. Do it now. We are teetering on the edge of Too Late. I beg you, get on this. Thank you for moving this forward. Ignore the backward-committed people.
86	Perhaps council needs to examine better science in regards to climate.

Big Move 8: 111 Comments on Healthy Urban Ecosystem Policy Options

1	Respecting & providing habitat that supports biodiversity is very important. Gamble Pond in Albert McGowan Park & the long forested public open space between Robson & Gleneagles are two areas that attract & support a wide variety of bird (and some animal) species. More of these would help.
2	#34 - I don't know what the existing protections are, but assuming they are adequate, is "monitoring" sufficient or does there need to be active checking? I suspect that most citizens are unaware of "tree protection" regulations.
3	These are all good solutions that are easier to implement and uncontroversial.
4	Protect and heal nature goes hand in hand with urban containment. Very excited to see that the city is thinking of these things!
5	This move can drastically reduce the emissions that are produced as a result of human reaction.
6	We should communicate with local government and come up with ways to make citizens more interested to plant trees. From our side initiatives should be taken such as providing seeds and seedlings for free to people who are interested to plant trees.

	Also there are many like me who are interested to help mother earth any way possible. We can utilize them by instructing them to plant trees throughout the city which we will provide.
7	Consult Secwepemc leaders.
8	Domtar pulps millions of trees, how can this strategy be more than fairy dust.
9	Kamloops is a semi-desert with surrounding dry grasslands with a high diversity of bees. Unfortunately as we plant more shade trees we are removing natural habit for these bees. In the past fire would have removed a lot of the encroaching trees that we see now. 63% of bee species are solitary ground nesting bees. They need bare ground to nest in. They definitely don't need shade! They need lots of forage where they nest. I would like to see a mix of grassland meadows of native wildflowers with hedgerows of native trees and shrubs rather than tree plantations that require a lot of water. This makes more sense with climate change. And more sense with our natural ecosystem. When you talk about healing and protecting nature, we should consider what was (is) naturally here. Protection of our native pollinators and enhancement of nesting sites and forage should be a top priority. Grasslands that are not dug up also sequester carbon.
10	The tree coupons offered by the city have been a good start, but we can do so much more, some of which is outlined here.
11	Could developers be required to plant a tree when a new residential build is made? I see many duplexes built in Brock with no trees at all in the front yards that should be required.
12	Trees take a long time to grow, so I understand canopies taking a while to be established. HOWEVER, in the mean time Kamloops needs to protect forests within its jurisdiction and advocate to protect forests across BC, diversify and restore the forests destroyed by human wildfires and the forestry and lumbar industries, and prevent further destruction of our few remaining old growth and diverse forests. Mass planted, uniform forests are not early as efficient, healthy, or resilient as diverse forests. It is quality not quantity that counts, having hundreds of trees does not make a forest, it makes an orchard.
13	Build more community gardens so that more people can still grow their own food if they don't have a backyard or garden.
14	Incentives for tree planting on private property, including, residential, and business?
15	Such impressive ideas. Nature provides us with so many services that we would otherwise have to pay for.
16	Would have supported 8A more but disagree with increased regulation on private lands.
17	Targets are much too low.
18	Private landowners must have the final say in their land, as long as it doesn't pollute the earth. Government must stay off private land.
19	Now this sounds good for all. Not only healthy but beautifies as well.
20	Definitely change to native plant life in this area. Rain gardens sound very positive.
21	Set aside locations around the city where people can plant trees. Living in a residence with no land (apartments etc.) should not preclude having an emotional attachment to 'my' tree.
22	Trees located near bus stops for shade would be nice and more trees would help filter the air when smoky skies come in the summer

23	Fire Smart BC.
24	If this could be accomplished, Kamloops would be the city everyone will want to come to!
25	I think it's always worth repeating that we people tend to only take care of things we value, and we only value things we are familiar with, and we only get to be familiar with things when we experience them and spend time in them. I say this to reinforce the fact that great and accessible natural spaces and trees are one of the pillars of many natural spaces that are so important for most people. They 'ground' us to the natural world and remind us why it's so important for our overall welfare.
26	Plant more trees everywhere!
27	We live near too many forests for this to be considered. Feel like it is a waste of resources when we have natural vegetation all around us. We made this a city, it comes with a cost. No need to bring the forest back in. Surrounded on all sides by it.
28	Love this section
29	Rain gardens and infrastructure upgrades on public land is a no-brainer! Should be in place already but we move far too slowly, especially as scientists have been telling us this for years. Politicians and city officials move far too slowly.
30	So homeless can hangout under them?
31	It's not all about walking trails.
32	Everything in q. 34-36 could have been implemented 10 years ago. But yes, let's do it now. Replace non-native monoculture with as many indigenous and less water-intensive alternatives, replace high-maintenance city green space with food-producing, pollinator-friendly and wildlife sheltering greenery. Instead of planting ornamental trees, plant food-producing trees.
33	I love using every inch of spare space possible for useful vegetation such as edible or shading plants. Also vegetation is good for mental health and associated with higher IQs. That said, we don't want to encourage sprawl to make room for urban vegetation. That just leaves us with a larger footprint and less vegetation overall. I think we should keep our city as compact and effective as possible/comfortable.
34	I heard recently about wind corridors in some U.S. cities where the position of buildings can affect the overall cooling of the city for pedestrians/cyclists. By allowing for wind to move where people will also be walk/cycle we can help get people out of cars. I don't know how realistic this would be for Kamloops as we have a lot of wind and a lot of directions that it blows!
35	Due to the hot summers in Kamloops and the risk of forest fires every year, increasing the green space in town needs to be done so with great thought to avoid risk of creating future issues and having a fire ravage the community as seen in Kelowna years ago. If this is approached hap-hazardly there is a plausible risk of damage and liability. As well the tree type will be of concern. Given the issues with Pine Beetle and Spruce bug worm. Or the destructive tendency of some species roots like willows breaking waterlines or blocking drainage. Green space is a wonderful thing but to increase it within an existing cityscape will require the consult of expert arborists and potentially foresters.
36	See previous comment
37	I think 'green spaces' are beautiful and focusing on them would fit so well for Kamloops as it is a tourism city.
38	Carbon offsetting programs have not worked. Costs just get shared with users/taxpayers.



	I don't support the City controlling tree planting or removal on private residential property. Homeowners have personal interests and health concerns. People with yards may be looking to make a child's play space safer, for example. Any bylaws like this could cause neighborhood friction, to say nothing of enforcement costs.
39	Overall: too much here to work on at once. Pick a number say 8-10 measures that would have the greatest direct impact on global warming; set had targets; garner public enthusiasm and participation; publicize milestones and celebrate meeting them! Show we can make a difference and that we desperately need to do so. God knows Kamloops has already seen major impacts with pine beetle timber devastation and wild fires.
40	Plant more trees on public & private land. Encourage private & community garden plots with produce being shared or traded among needy people.
41	These green initiatives also result in beautification, which will create a higher quality of living.
42	Love all options. Also, promote xeriscaping, and ban water run offs from private property watering their lawn. What a waste of water in a desert! Also, only permit the clearing off the land if construction is guaranteed (down payment?).
43	The overall target of 30% is quite low.
44	Strongly discourage Ajax mine from ever reapplying for permission. This would be a huge step forward to keeping our city clean and green.
45	Ensure that your green interventions are part of an emergent system wherein the total is NOT more than the sum of its parts. Sometimes, the most attractive components looked at their own scale create or influence a 'system' which, at its scale, completely undermines the original goal.
46	I like the thought going into this.
47	Expand this to TNRD on outskirts of Kamloops too.
48	However, does not mean we should stop forestry. Forestry is a good sustainable industry for Canada and BC. So we should not stop it but ensure we operate it in a sustainable way.
49	PS: I live in Sun Peaks, so Kamloops is where I shop and often seek entertainment.
50	Trees are wonderful, BUT I've had neighbour's trees adversely affect my ability to grow my own vegetables! Neighbouring trees can cause an extreme sense of being literally overshadowed and closed in, leading me to want to scream! Or worse. Much more awareness of the long term effect of a tree is needed: how large will it grow being extremely important. At least one of the trees the city planted on Windbreak Avenue is now blocking my vision when driving and turning from Sunnycrest Avenue onto Windbreak. The future impact of a tree on safety as well as mental health must be considered!
51	From what I see, the City does not have conservation or riparian in its vocabulary. Riprap on the creek beds and riverbanks is not acceptable. You talk of ecosystems and keep on using riprap???
52	All options sound great. Who is paying for these enhancements/changes?
53	Environmental health and public health are inextricably linked. This will also contribute to keeping the city as a nice place to live.
54	Offer incentives instead of taxation to encourage businesses and home owners to have green spaces and gardens.
55	Policy Option 8B, I'm not in favour of carbon offsetting schemes. We need to reduce GHG emissions directly.



56	Item #34: Encouraging urban tree canopy levels is of course a very good and not especially expensive program. However, in keeping with the "develop plant standards" part of the item, I would implore the city to take serious action to control and eliminate the Chinese (or Siberian or whatever) elm. It is a scourge and deserves "noxious weed" status. One thing Kamloops does NOT need is a tree canopy dependent on this useless and destructive species.
57	Why do all the new high density buildings in North Kamloops have no significant green space?
58	COVID has taught us the importance of being able to connect with nature to maintain health, if we didn't already know this. I support all policy options that improve our care for and connection of nature.
59	Carbon is the food of all these trees and plants
60	I am all in favour of more parks and natural vegetation in some parks. Mandating what people can do on their private properties with their trees I am strictly opposed to and can only envision more bureaucracy in regulating this. Not sure precisely what though mean by carbon offsetting. Here the devil is in the details
61	If the city plans to increase canopy cover, what is the natural canopy cover of our area sans city?
62	Don't need additional regulations. Trees on private land are for landowner to deal with. I like trees but don't need to ask anyone whether I can modify it. People in Kamloops are very involved in gardening and have been doing a good job keeping Kamloops close to a natural state aside from keeping it wetter than it would be and less prone to fires.
63	Kamloops already has great green spaces and biodiversity. To maintain would be great, while watching tax payer's s dollars.
64	Kamloops has an Urban Forestry Management plan but we still don't do a good enough job communicating to public and businesses the environmental and social value of trees and celebrating when we plant additional trees in the community.
65	The city needs to do a lot, lot more to deal with invasive species, especially the Siberian elm that plagues Kamloops on city spaces. The City needs an intense public awareness campaign to promote residents clearing these trees on their own properties. Promotions such as tree coupons are essential to residents helping build a healthier urban forest.
66	Cut all dead trees so they don't cause forest fires
67	Sounds expensive and would likely increase forest and brush fire risks within the city. Reduces homeowner's property rights?
68	Definitely need more street tree cover in this city. The trails master plan has been a great step forward in creating connected recreational travel lanes for people. We should consider similar infrastructure for the sake of animals as well. For example, coordinate with BC government to create a wildlife overpass for bighorn sheep on Mt. Paul to cross Highway 5 towards the river.
69	When do you tell me how long I can have my lights on?
70	More park space within the city is a great idea. More Riverside Parks!
71	Again, embarrassing the lack of support for ideas like this in Kamloops.
72	Love me some trees! One huge difference I noted when we moved here a number of years ago from the lower mainland was the lack of trees. Anything you can do to help people plant trees (partner with Lyons, etc.), and to plant more yourselves, would be awesome.
73	To help maintain the urban forest canopy, limit the number of trees that are allowed to be cut down for new developments. In the spring a number of trees were cut down in Westsyde to make way for a new development near Arthur Stevenson Elementary.



74	The city already over reaches on citizens private lands.
75	And encourage #36 on private lands. Make removal of non desirable trees part of an intensive tree planting program. E.g. Siberian Elm
76	What's missing from the whole strategy is promoting more plant based diet, it is long known that animal agriculture is one of the leading causes of deforestation, sources of GHG emissions and water pollution. The possible options: incentives for restaurants to develop more plant-based options or for new plant based businesses to open up; education of public through events.
77	Close Domtar if you're serious about climate change!
78	These sound like political talking points and are too vague to be informative. 8B the 2 points are 100% unrelated. Please see above comment.
79	Ensure plant material survival with industry leading landscape irrigation standards.
80	The city should prioritize public land first and get their own house in order before looking at private lands. Incentives and support would be required for replanting requirements for private properties.
81	A fast and easy place to start is to plant some trees in dog parks. There is NO shade in most of them, and it gets so hot here. Trees and green space helps keep everyone cool! AND helps with flood mitigation.
82	Strong push for local vegetation and ecosystem. Enough with the lawns that take a huge amount of pesticide, water and energy to maintain.
83	All of these strategies absolutely must involve Tk'emlups te Secwepemc.
84	These are especially important not just for their environmental impact but also for the potential they add for lifestyle improvements for all those people squeezed into high-density residential boxes in the sky.
85	.Number 35. The wording seems ambiguous needs much clearer explanation.
86	If we are to plant a huge number of new trees, we must ensure that they have adequate moisture. We live in a semi arid desert here and forest fires are of great concern. Realistically, we do already have a lot of trees. Some are not watered and cared for.
87	Rain gardens in a dessert area? Maybe develop more xeriscape landscape policy.
88	Plant trees upon trees! It's going to make a huge difference in protecting the city from heat over the next 50 years and beyond. Quick growth as well as slow maturing trees that have a long life span.
89	What about a safe green corridor or fire-resistant boundary around neighbourhoods?
90	I really like this! When walking along Lorne Street and the signs placed along it the one that jumps out at me is the one about the "80 trees" and how they will absorb 80 tons of carbon over their years. More trees, more carbon absorbed so plant more trees.
91	You are again trying to force private land owners to do what you want at their expense, only apply to new builds.
92	Trees over 40 feet tall on private land should be saved. Can a city arborist monitor their health?
93	I think more natural parkland (e.g., Kenna Cartwright) helps people appreciate nature and what they have access to, and makes them resistant to any plans that would take that away from them. I think this is a good way to build a mindset of taking nature into account when decisions that affect a community are made.



94	Yes we currently are not protecting our natural surroundings and wildlife. More needs to be done. A good start would be to stop planting annual flowers every year all over town that require large efforts to grow, plant, water, and maintain throughout our summers. Try planting perennial's and low water/maintenance plants and use the money saved towards supporting natural vegetation and wildlife.
95	If you are concerned with the present, these will have no effect in the Kamloops area. Trees take a long time to grow, if you can get them to grow, making them useless in the short term to have any effect. With estimates of Trillions of trees to have any appreciable affect, a few thousand in Kamloops will make no difference. The climate in the valley is not necessarily conducive to trees and as such, the replacement of dead trees would be excessive. Carbon offsetting just allows those with the most money to play at being green. They still produce carbon. At some point, there will be no "carbon credits" to offset with. How much is it going to cost (in energy carbon and water) to maintain trees that would not necessarily survive without constant maintenance?
96	WASTE OF MY TAX DOLLARS!
97	A boondoggle in the making.
98	These last few plans are hopefully very low priority. Spend money where we reap impacts. Some of these statements are motherhood, covered off well by academia and we don't need to invest in investigations!
99	On public land meaning otherwise unusable greenspace and not covering existing or future park space.
100	More green roofs.
101	Please better monitor land use when new developments go through. My neighbourhood, Pineview, has lush and busy wetlands that keep being affected by building. Do we really need a new school at the end of Copperhead on top of the wetlands? The city has already damaged a turtle-nesting site with its heavy equipment that came in to drill the water level monitoring posts. There is too much focus on money and development at the expense of ecological areas. Stop greenwashing!
102	This survey is useful however, one major factor is left out of this. What is it going to cost the taxpayers?
103	Where is the section about industry on this survey? Specifically regarding pulp mills, mining, manufacturing, and logging. I'd like to see Domtar closed or relocated. It is the largest contributor to air pollution in this city. As a person with asthma, there are days I struggle to breathe the pollution is so thick downtown and on the North Shore. The smell is awful as well. Kamloops would be such a more attractive place to live and do business with the pulp mill moved outside of the city and the tailings ponds removed from our main waterway. I'd encourage you to do some more research on Domtar. I believe it prevents any from moving here and detracts from the overall quality of life for those who live here. Please keep Ajax from developing their mine here for the same reasons. Access to clean water and air.
104	These are great ideas. Of course, the city does not take care of its current boulevard space, leaving the weeds to accumulate and create breeding grounds for ticks and mosquitoes. If you're planting and/or requiring planting of green space and vegetation you have to take care of it.
105	This is a desert and there are naturally no trees. Increasing the tree canopy is not natural and not suitable to this environment, it requires planting invasive species to this area and unnatural irrigation. We live in a desert. Accept it.
106	Stop giving exceptions to rules for green space preservation to new businesses.
107	Encourage for private lands, but stay away from legislating requirements for them.



108	Create rooftops that are suitable for bees.
109	"Monitor tree protection" sounds like actually doing nothing. Sorry. I thought the City already did this. 2050 - Too late.
110	These are lovely ideas. They will beautify while they save us.
111	Yes, and consult with Indigenous communities as they were stewards of the land since time immemorial

