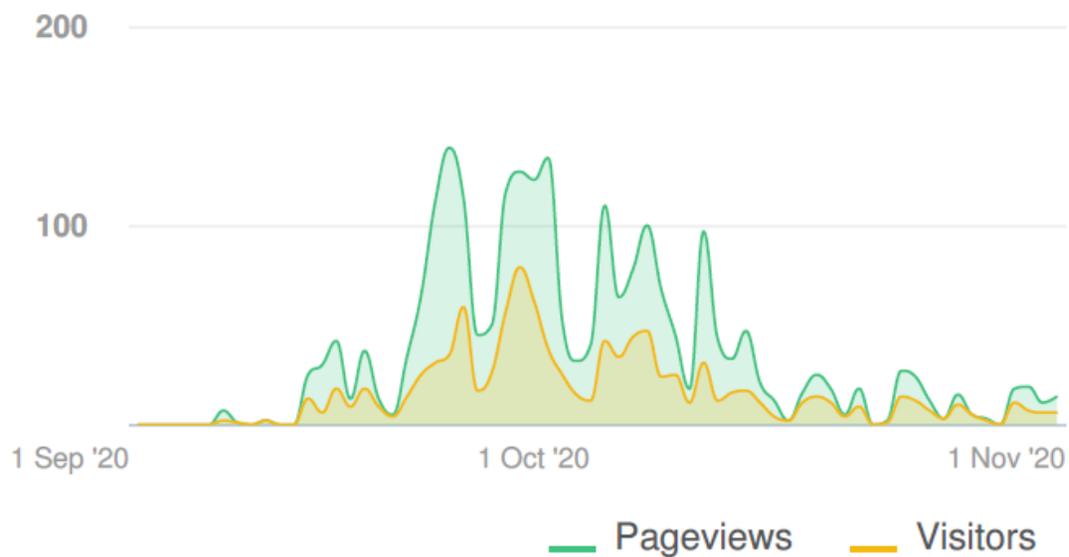


Appendix B: Let's Talk Engagement Results

The Let's Talk website hosted engagement activities on the Community Climate Action Plan from September until early November 2020. Below are key results: i) the Visitor's Summary; ii) full comments received on the discussion forum; and iii) results of quick polls.

Visitors Summary



Highlights



Aware Participants		812	Engaged Participants			29		
Aware Actions Performed		Participants	Engaged Actions Performed					
			Registered	Unverified	Anonymous			
Visited a Project or Tool Page		812						
Informed Participants		243	Contributed on Forums			18	0	0
Informed Actions Performed		Participants	Participated in Surveys			0	0	0
Viewed a video		0	Contributed to Newsfeeds			0	0	0
Viewed a photo		0	Participated in Quick Polls			14	3	0
Downloaded a document		69	Posted on Guestbooks			0	0	0
Visited the Key Dates page		85	Contributed to Stories			0	0	0
Visited an FAQ list Page		14	Asked Questions			0	0	0
Visited Instagram Page		0	Placed Pins on Places			0	0	0
Visited Multiple Project Pages		196	Contributed to Ideas			0	0	0
Contributed to a tool (engaged)		29						



Let's Talk Discussion Forum

There were a total of 32 comments from 12 participants on the Let's Talk Discussion Forum. For each Big Move, discussion forum participants 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.

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: 8 Comments on Low-Carbon Development Policy Options

1	Can we do away with mandatory parking minimums? The cost of new development is forcefully increased by policies that require provision for vehicles, most often single occupant. Leave the decision to the developer, based on market conditions, whether or not they wish to build parking. To mitigate the argument that without parking minimum requirements on-street parking becomes saturated, the City should charge for residential on-street vehicle storage. Parking private property on public property should have a personal (not community) cost. Make an annual on-street parking pass (across the City) cost the same as an annual transit pass. Consider how many green transportation projects could be funded with the revenue gained by charging people for the privilege of parking on public property.
2	Highly support 1D. Further development and sprawl outward, particularly in the Aberdeen neighbourhood, is unwarranted and contributes to a car environment. 1C is also a really good idea, make sure that new homes meet a certain standard long before granting permits.
3	Thanks very much for putting together a great plan. There is a lot of food for thought here, and every time I go through this again, I come up with more comments. You've done an excellent job of starting the conversation, and applaud your efforts to engage citizens. All of these options are do-able and should be embraced. 1B: "Encouraging" has gotten us to where we are: on track to blow past every target ever set. If you want these things to actually be implemented, take out the fudge words. There's absolutely nothing preventing the City from regulating these things -- they are City responsibilities. 1C: Is this not already looked after via the Step Code? Are you proposing that the City go beyond what the Step Code requires? If so, great! But make it explicit. Electrification of heating systems is necessary, but is extremely costly on an individual house-by-house basis. That's where district heating systems come in. Large geothermal systems that can service a neighbourhood become affordable when the developer plans for them from the start. Without regulations requiring this, the developers will continue to "download" these decisions onto the homebuyers, who individually don't have the resources to do what the developer could have done from the start. It's much easier and more effective to avoid damaging healthy ecosystems than trying to restore them or compensate for their loss. Grasslands in particular are almost impossible to restore to their original state. 1D: I suspect that urban containment boundaries are going to be resisted strongly by our development community, but they must adapt to the new realities before us.

	Densification leads to energy savings, makes infrastructure and transportation more affordable, and preserves agricultural and forest land -- so many co-benefits. Those developers and builders who are most open to change will thrive.
4	I support 1D. From living in Squamish and Metro Vancouver I have seen the impact that urban sprawl has on communities and nature. Let's expand and protect our natural areas and develop through density if necessary.
5	1D-I love this idea. The sprawl in Kamloops is a bit outrageous and leads to a tonne of driving.
6	I agree with this especially since our Grasslands are fragile and endangered. We also need all the agricultural land for a secure future - by growing more of our own food we reduce imports that are carbon intensive.
7	[Comments 5 and 6 above] have both raised excellent points, I think 1D is also a fantastic idea, both to protect our grasslands and focus on condensing development. The sprawl here is already more than a bit much as is.
8	Portland created an interesting densification plan, which preserves neighbourhood integrity and addresses price hikes by demanding a proportion of affordable housing. Patrick Condon wrote about it in The Tyee. It took a couple of years of negotiation. Interestingly, Condon was more skeptical of Vancouver's adaptation -- not enough attention to cost.

Big Move 2: 7 Comments on Car-Light Community Policy Options

1	Any movement in this sphere will require strong leadership and a rethinking of funding. Currently monthly parking pass rates are approximately equal to monthly transit pass rates. Vehicle use is more convenient, so if cost equal, there is no incentive to push people to transit use. Sidewalk improvements in residential areas rely on the approval of the nearby residents, and demand that those residents also fund the project. Bicycle infrastructure is woefully behind other similarly sized cities, with Kamloops seemingly focusing on mega-projects rather than improving and ensuring connectivity. I hope this project will result in a commitment to policies that encourage alternatives to single occupancy vehicle use. Doing so will require policies that reverse the subsidies we provide to personal vehicles (free on street parking in all but the downtown core, parking rates that match transit rates, prioritization of snow removal on streets rather than on sidewalks/bikeways, etc.). I sincerely hope our city staff is brave enough to make such recommendations to council, and that council is brave enough to adopt them.
2	Have to agree with [Comment 1 above] on their assessment. This requires a rethinking of what a city is. I would also like to see more effort from current city staff and council within the current framework, to work out solutions both on their own and with city businesses. For example, when I reached out to city staff to recommend safe bike storage (as well as painted lines for parking) at the "Fish" / Kamloops Visitor's Centre for those carpooling to and from Teck Highland Valley Copper, the much belated response I received from city staff noted that the lot was owned by Aberdeen Mall, with the implied thought that there was nothing they could do. Isn't that the purpose of a city bike strategy, to find solutions with citizens and the private sector to

	encourage less vehicle use? Working to support and encourage Teck HVC with company bussing would also greatly reduce vehicle usage and wear on highways, as well as increasing safety on the Coquihalla.
3	Of these options, 2A is my least favourite. We need to prioritize walking and cycling a cross the whole city, not just targeted pieces of it. The main aim for building green transportation infrastructure needs to be connectivity (will it help people get where they need to go?) and safety (is it safe for 8 year olds and 80 year olds to use this route?) If it meets those two requirements, the green transportation corridors will be used. E-bikes are already catching on in a big way -- now we just need more places where folks who are not daredevils can feel safe using them as a primary transportation choice. Safe, separated bike lanes with good cross-city connectivity can be the single biggest factor in transitioning our residents away from single-occupancy vehicles. Without this infrastructure build-out, efforts to hit mode-shift targets are doomed to fail.
4	Kamloops is the most car-centric community I have ever lived in. A great deal of investment will be required to change the transportation network which has been built solely with car transport in mind. I support the initiatives in policy 2B and I hope that the city makes significant investments to make produce real change in this area. It is unsafe to bike in due to the lack of safe bike lanes, separated bike paths and neighborhood connectivity. If meaningful cycling infrastructure is built then many more people who want to bike will feel comfortable doing so. Kamloops is a great place for e-bikes to be successful if the infrastructure is built. I would also like to have a car-free zone somewhere in the city. Victoria between 1st Ave and 6th Ave is an ideal spot for a car-free pedestrian mall. There are numerous strip malls and big box stores in Kamloops, but nowhere for people to walk and shop outside without traffic. A pedestrian mall will attract more people downtown and make it a more vibrant space.
5	2a - It would be great to have part of the down town core as walking and biking only - those patios could expand to take over the whole of Victoria (at least for a few blocks) 2b - separating pedestrians and bikers from cars is very important. Overall - don't forget that we will have autonomous cars in a few years that will reduce the need for parking space.
6	2B: As Kamloops can only grow outward there should be a focus on dedicated multi use paths to allow for people to safely walk/run/cycle into town. There are many who cycle Valleyview and Dallas which requires cycling a portion of the highway, as well as up though Barnhartvale. That road was recently repaved and despite a community coming together to ask for a path to be added they were told "no". Kamloops needs to start investing in the whole City and not just the downtown core. In order to bring the idea of cleaner living and healthy lifestyle choices there needs to be a way to make it safe for all.
7	Recently the province has passed legislation to permit and expand use of micro-mobility devices in BC. Municipalities have been empowered to regulate this use, and communities such as Vancouver and Kelowna are developing shared-path plans for pedestrian/cycle/ebike/PEV (personal electric vehicle) use. All of these transportation modes provide space-saving, zero-emission alternatives to automobile traffic in support of this "Car-light Community Strategy", but infrastructure and incentives in Kamloops are almost non-existent. Anyone who has tried to cycle to work or use a PEV for transportation (ebike, electric unicycle, etc) knows that dedicated lanes and paths in Kamloops are scarce; this results in people not feeling safe enough to



	leave their cars at home. With ever improving battery technology, bicycles, e-bikes and PEV s have the potential to significantly reduce the need for car traffic in Kamloops, but we need the infrastructure and shared-use policies to be developed in support of their safe use by residents.
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Big Move 3: 4 comments on Zero-Emissions Transportation Policy Options

1	Why are eBikes not included in this strategy? Shifting to single occupancy EV's does not reduce demand for space on roads or for parking, and therefore does not support densification. It also does not lessen "wear and tear" on our roads. Strongly promoting /facilitating eBike use for local trips accomplishes multiple goals. Admittedly however, adoption of eBikes will be substantially predicated on dramatic improvements in the cycleway network, which in Kamloops is currently substantially substandard. City policy should include strong advocacy efforts for federal/provincial ebike purchase incentives (similar to those available for EV's). Public charging networks for urban areas are low priority. EV range for intraurban trips is such that charging at home is more than sufficient. EV charging infrastructure needs to be concentrated near highways, as it's a requirement for longer distance EV travel. Similarly public eBike charging stations are of low priority. A functional cycle network is a far more important need.
2	eBikes are being sorely missed in this strategy. eBikes are almost essential in Kamloops due to our grades; a substantial increase to the cycle/trail network would be required to make this transition.
3	Are you accounting for people who shift from cars to e-bikes in this big move? Looks like you're only counting those who switch from ICEs to EVs. If I park my ICE car in favour of using my e-bike for 90% of my kms in Kamloops, this measurable will still register that 100% of my kms in Kamloops are by ICE. You might want to account for that, since shifting to an EV is actually preferable to shifting to an EV in many ways.
4	There should be more incentives to transition to electric vehicles. The new announcements by Tesla with regard to more powerful batteries at lower cost mean we don't need to invest in natural gas or hydrogen vehicles.

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

1	4A is problematic. The Step Code is already coming into effect and is mandatory. In order for the City to take any credit for emissions reductions related to low-carbon buildings, it would have to accelerate the adoption of the Step Code beyond the minimum timeline. "Advocating for stronger zero-carbon regulations" is disingenuous when you don't choose to employ the option that is already available to you as a municipality: accelerating the Step Code stages locally. Forget incentives that will cost taxpayers money for little benefit. If you're serious, regulate it and let the market sort it out. That is what a true "bold move" looks like, and it would be a great idea, IMHO. Citizens and their grandchildren are counting on you to show leadership in
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	face of a very tough challenge.4C consists of obvious things that are not controversial. Of course the City should be doing these things -- you don't need a strategy for them or a sustainability department to suggest them.
2	Is the earth not 20%greener because of an increase in "greenhouse gases"?
3	There is huge potential to becoming a 'greener' city by accelerating requirements with regard to energy efficient homes and buildings, and by providing incentives to renovate existing homes and buildings.
4	Kelson Group is seeking City of Kamloops approval for their City Gardens downtown project. This could become a positive example similar to TRU. City Gardens infrastructure could be built net-zero ready, and initially say 50% actually net-zero. In addition to carbon reduction goals, LEED construction standards for City Gardens could meet other Environment Social and Governance (ESG) goals that forward looking companies seek to achieve.

Big Move 5: 3 Comments on Zero-Waste/Circular Economy Policy Options

1	Strongly agree with [comment 2 below], we need to find ways to reduce GHGs by reducing food waste. A majority of our garbage is organics... The city needs to make composting accessible and easy. A curbside organics program would be invaluable in this. Expecting consumers to save up their organics and take them out to city facilities like Cinnamon Ridge is not a feasible approach, and definitely doesn't show leadership from the city. I'd also encourage elimination of single use plastics; I learned recently that 90-95% of plastic waste that we think we are recycling is simply going into landfills or being burned. The consumer is powerless to stop this needless plastic production; governments, including municipal governments, need to take the lead and keep this plastic from being used needlessly.
2	Love the idea of the City creating a zero waste innovation centre! Reducing food waste is one of the top ways to reduce GHGs according to many studies. Is there any way t hat can be found to incorporate that into the plan? Also, I think we can do more than "explore" on a couple of these. I'm interested in how the GHG reduction on these items i s calculated, since "exploration" doesn't result in any fewer emissions by itself.
3	How about a ban on plastic bags, containers, cutlery etc. and mandatory organic recycling through a green bin program?

Big Move 6: 2 Comments on Renewable Energy Policy Options

1	I understand that Kamloops is one of the best areas of BC for solar energy - it would be great if the City of Kamloops partnered with the community to allow the development of a community solar project.
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2	These are all great ideas, and I understand that it might be too early to commit to some of these items, hence the soft verbs like "explore, support, position". Given that there are no specific targets and no actual actions committed to in this section, I am assuming that there are no GHG reductions being factored in for this section?
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Big Move 7: 2 Comments on Zero-Carbon Civic Operations Policy Options

1	Great idea - set a good example. Also provide incentives for home owners and businesses to follow the same path. Let's see a short term targets as well - 10% reduction of carbon by 2022 and 25% reduction of carbon by 2025. We have seen too many targets set out to the future 10 or more years - meanwhile the time goes by and little happens.
2	All good stuff. Many of these bullet points could be strengthened by the addition of timelines -- the assumptions behind them should be more transparent to reach the target specified.

Big Move 8: 1 Comment on Healthy Urban Ecosystem Policy Options

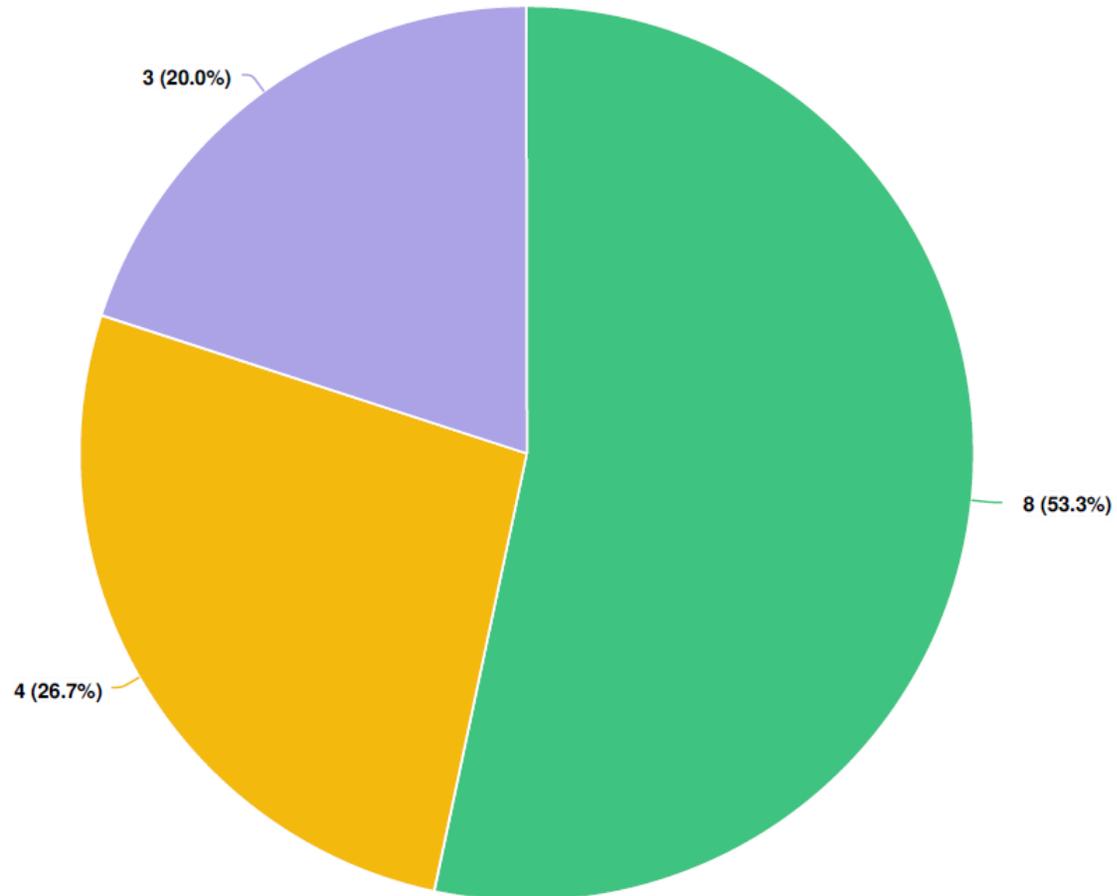
1	<p>Questions around the current percentage of urban forest canopy, and whether there are any verified local carbon offsetting programs. Support for green infrastructure, with positive examples from Scandinavia including natural corridors for multiuse paths that also function as parks and wildlife habitat.</p> <p>What is the starting point (current percentage) for the urban forest canopy? Are there local carbon offsetting programs that have been independently verified to create new GHG reductions that would not have happened otherwise? I suspect that setting up such a verification system would be hugely resource-intensive (and probably not a good investment). Love the idea of regional biodiversity corridors. In Sweden the neighbourhoods are designed with natural corridors that house cycling/pedestrian pathways, which also serve as long, narrow parks. So many birds and small animals, and huge recreational value for residents. They also put things like skateparks and other recreational infrastructure into floodplains, so they can fill up and function as a pond for a while during high-water events. Super interesting things being done in the area of urban water management in Denmark.</p>
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Quick Polls Results

Question: Do you currently have a smart/programmable thermostat in your home?

Number of Respondents: 15



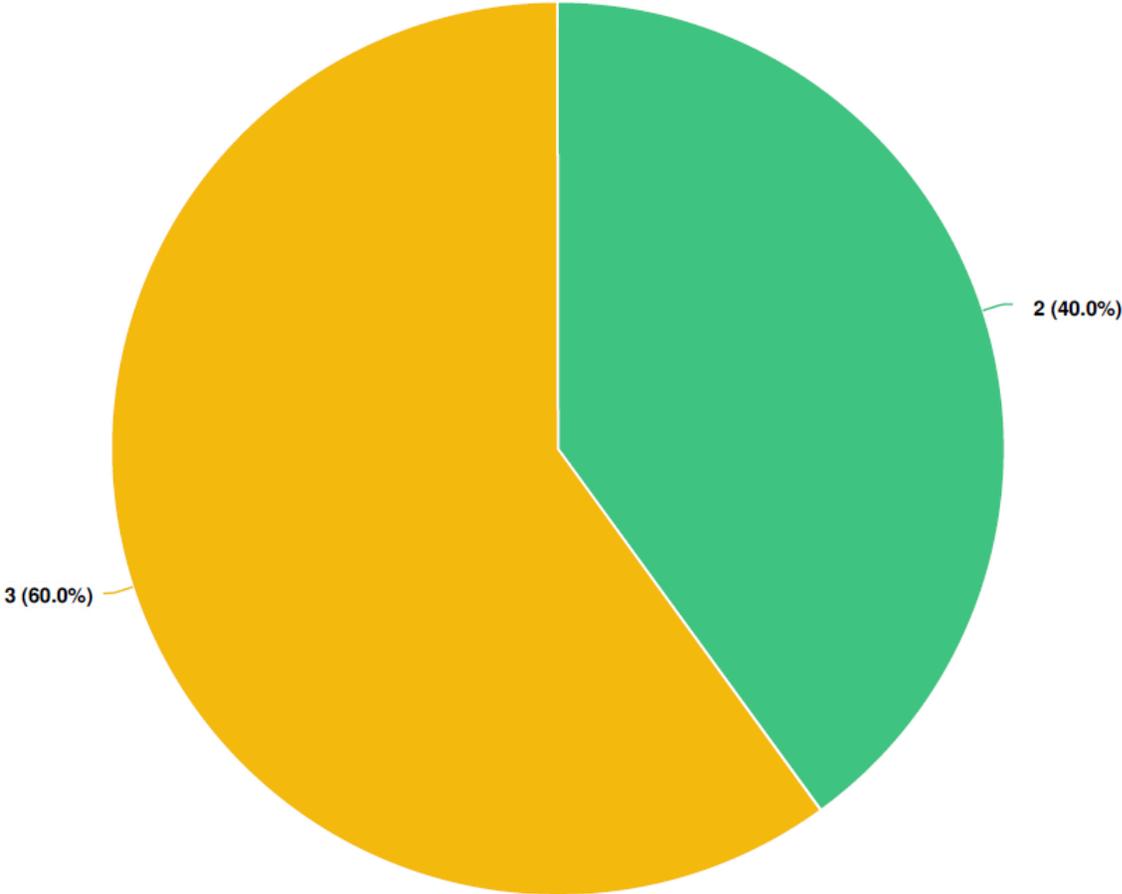
Question options

● Yes ● No ● Not yet, but I plan on it at some point in the future



Question: Do you currently compost your food waste?

Number of Respondents: 5



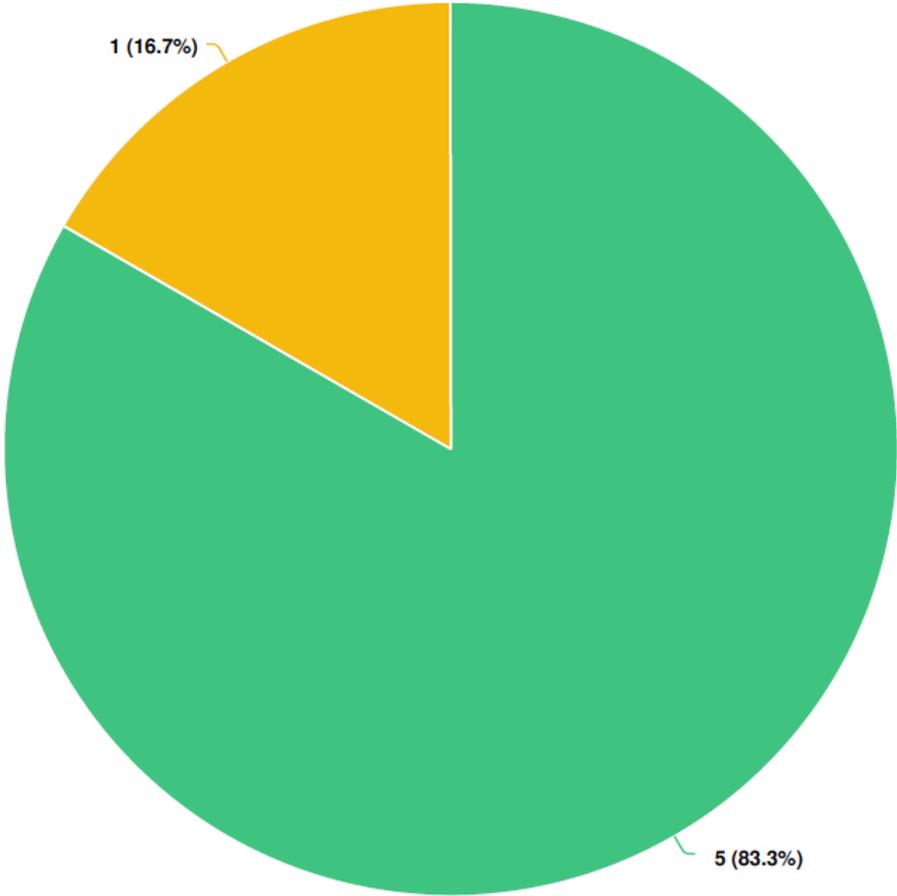
Question options

- Yes
- No, but I will if/when Kamloops gets curbside organics pick up



Question: Are you considering an electric vehicle as your next vehicle?

Number of Respondents: 6



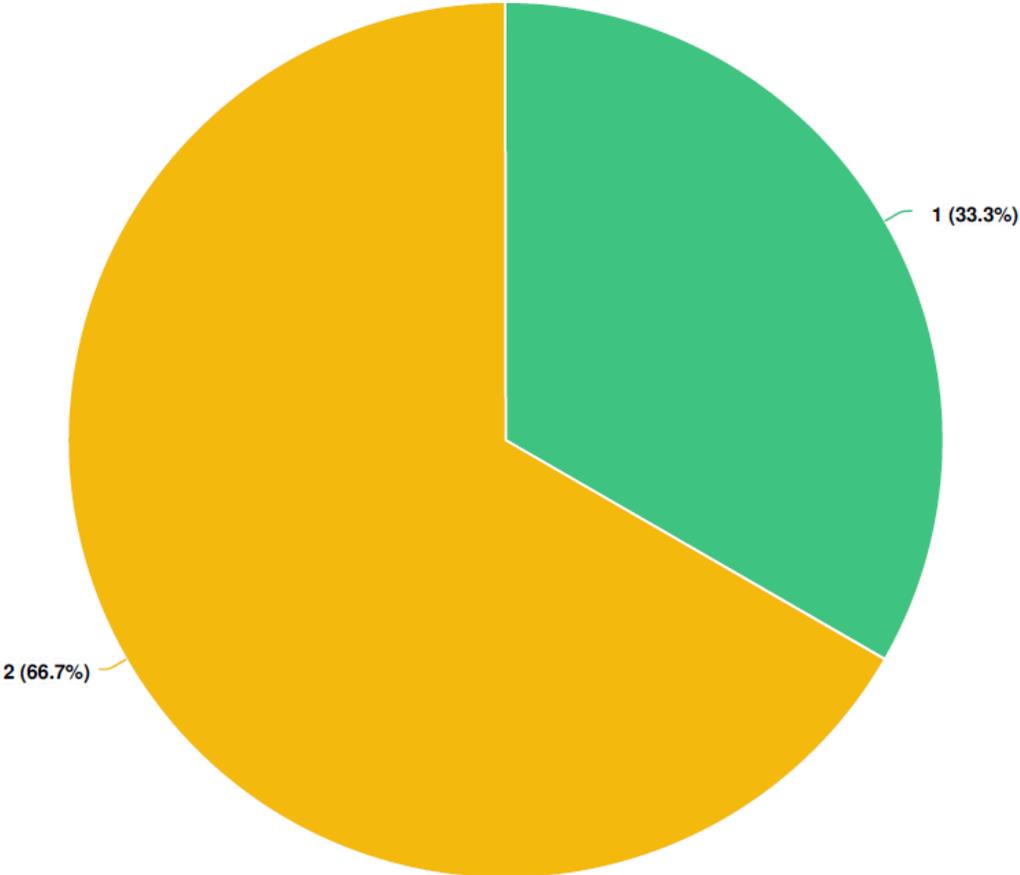
Question options

- Yes
- Maybe/Unsure



Question: When do you plan to get an electric vehicle?

Number of Respondents: 3



Question options
● Within 2 years ● Not sure

