COMMUNITY CLIMATE ACTION PLAN

COMMUNITY ENGAGEMENT SUMMARY REPORT: PHASE 4

CITY OF KAMLOOPS

JUNE 2021

Table of Contents

EXECUTIVE SUMMARY

The Community Climate Action Plan (CCAP) aims to guide, motivate, and inspire our community to work together to reduce fossil fuel use and transition to a low-carbon future. It outlines a set of strategies and actions with targets to reduce community greenhouse gas (GHG) emissions by 30% by 2030 and up to 80% by 2050 (compared to the 2007 baseline). Engagement for Phase 4 of the CCAP project asked stakeholders and community members to provide their feedback on the draft CCAP, as per the direction of the Committee of the Whole following a staff report on the draft plan on April 20, 2021.

Engagement activities in Phase 4 were undertaken in April and May 2021 and consisted of a three public virtual engagement sessions, information and quick polls on Let's Talk Kamloops, CCAP Advisory Group and other stakeholder meetings, and community group presentations (see Table 1). Engagement was sought on the planning process, targets, emissions modelling, the 8 Big Moves, economic and social considerations, and implementation and monitoring. After each section, participants were asked whether they had any questions or comments about the draft plan, including how it had been revised based on Phase 3 engagement feedback. Overall, the response to the draft plan was positive, with some suggested changes as summarized in this report.

INTRODUCTION

The CCAP will set the direction for reducing local GHG emissions and supporting a cleaner, healthier, lower-carbon future. The plan is currently in Phase 4 (of four phases) and is scheduled to be presented to City Council for adoption in June 2021.

Phase 1 (Understanding the Present) consisted of completing background research and collecting baseline information to understand Kamloops' community energy and emissions profile and to explore unique opportunities and challenges for action.

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

The second half of Phase 2 and first half of Phase 3 involved developing bolder policy options , characterized as Big Moves, to enable Kamloops to contribute to international efforts to limit global warming to 1.5°C, as per the Intergovernmental Panel on Climate Change's (IPCC's) report released in 2018.[1]

[1] IPCC, 2018: *Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty* [Masson-Delmotte, V., P. Zhai, H.-O. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors, J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)]. https://www.ipcc.ch/site/assets/uploads/sites/2/2019/06/SR15_Full_Report_High_Res.pdf

The second half of Phase 3 (Choosing our Future) consisted of seeking community and stakeholder input on the Big Moves strategies and directions.

In Phase 4 (Planning Our Future), the draft CCAP was developed and presented to the Committee of the Whole on April 20 along with information on how the plan was revised based on feedback from Phase 3 engagement. Public engagement in this phase occurred from late April to late May and is the focus of this report.

SUMMARY OF ENGAGEMENT ACTIVITIES

The City conducted a series of engagement activities in Phase 4 to solicit feedback from stakeholders and the community on the draft CCAP. Due to COVID-19 public health restrictions, all engagement was conducted online. Opportunities to provide input included the following:

VIRTUAL ENGAGEMENT SESSIONS

The City offered three virtual engagement sessions at different times of day for residents to receive an overview of the plan and engage live with City staff on the plan's targets and strategies. The session was organized using Zoom and featured a staff presentation, Q&A sessions, and quick polls for participants to provide feedback.

LET'S TALK KAMLOOPS ONLINE PLATFORM

The Let's Talk online platform contained information on the upcoming engagement sessions and a dedicated engagement package that summarized key information from the draft CCAP to provide background information for participants. Opportunities to provide further input included three quick polls. Other project information on the Let's Talk platform included an FAQ, a document library with all relevant project deliverables, and links to sustainability-focused resources.

CCAP ADVISORY GROUP

The CCAP Advisory Group, which consists of representatives from 14 key organizations; institutions; and community, development, and business groups, met with City staff during Phase 4 to provide their input on the draft CCAP. In addition, City staff offered the opportunity to present the draft plan to individual group members and their organizations upon request. Advisory group members also played a role in helping to promote engagement activities within their networks.

PRESENTATIONS TO STAKEHOLDER AND COMMUNITY GROUPS

City staff presented to five stakeholder and community groups (the Canadian Home Builders Association - Central Interior; Thompson Rivers University staff, faculty, and students; City employees; the Kamloops Chamber of Commerce; and the Kamloops Air Quality Roundtable) on the draft CCAP and provided opportunities for feedback and Q&A.

STUDENT CLIMATE SOLUTIONS ART PROJECT

City staff presented to a grade 9 art class from Westsyde Secondary School on the draft CCAP to enhance understanding of the Big Moves and learn more about what we could expect to see in Kamloops upon implementation. The class then undertook a project whereby each student explored the themes of a Big Move, interpreting what it means to them through art. For each Big Move, a selected entry from this class project will be displayed through various formats, to promote youth perspectives of the plan.

ENGAGEMENT PARTICIPATION

This section summarizes the engagement activities conducted in Phase 4 and their levels of participation.

Table 1: Virtual Engagement Session Dates and Participation

CCAP Phase 4 Engagement Activity	Date	Number of Participants
Advisory Group Meeting #1	26-Apr-21	7
Advisory Group Meeting #2	27-Apr-21	6
Westsyde Secondary School class presentation	30-Apr-21	25
Public Engagement Session #1	04-May-21	17
Public Engagement Session #2	05-May-21	15
Public Engagement Session #3	06-May-21	9
CHBA-CI engagement meeting	11-May-21	4
Lunch & Learn: City employees	12-May-21	12
Chamber of Commerce: Facebook Live Event	18-May-21	34*
Kamloops Air Quality Roundtable	20-May-21	12
Lunch & Learn: TRU faculty, staff & students	20-May-21	6
	TOTAL:	147
**34 watched the live event; the recording received 1,700+ views as of May 27, 2021.*		

Table 2: Full Summary of Engagement and Media Activities

Community Engagement (Online and In Person)	Social Media	News Media

• 914 Project Let's Talk page views (April – May 2021)
• 37 quick poll respondents
• 147 participants in virtual engagement sessions
  - 3 public engagement sessions
  - 2 CCAP Advisory Group sessions
  - 5 key stakeholder presentations
  - 1 youth presentation
• Over 1,500 City Sustainability Newsletter and 63 Let's Talk Project Newsletter recipients received project updates and information on engagement opportunities
	Facebook
	• 9 posts, 3,139 reached, 2 link clicks, 16 likes, 7 shares
	
	Twitter
	• 5 posts, 5,082 impressions, 8 retweets, 9 likes, and 26 link clicks
	
	Instagram
	• 3 posts, 1,565 reached
		• one news release
		• one radio interview
		• 6 news articles
		• **CastanetKamloops.net** - 19,741 impressions, 17 click-thrus

RESULTS

This section summarizes the feedback received from stakeholders and community members on the draft policy options through the various Phase 4 engagement activities.

VIRTUAL ENGAGEMENT SESSIONS

Eleven virtual engagement sessions were held with advisory group members, key stakeholder groups, the general public, and youth. A total of 147 participants attended.

Below is a summary of questions and comments combined from all virtual engagement sessions, arranged by each section of the plan.

Targets and Emissions Modelling

A participant offered advice on clarifying how the emissions reductions are explained. There were a few questions around how specific sectors were modelled. Some participants were interested in knowing how the targets align with provincial and federal targets. It was suggested that PM2.5 (i.e. fine particulate matter air pollutants) reductions also be considered in order to estimate and communicate potential improvements to air quality.

Big Move 1 Low-Carbon Development

Participants noted that the density and diversity of housing types are important, including missing-middle options and access to amenities. Low-rise apartments with access to shared green space and amenities like playgrounds or outdoor common areas are very livable and can also be affordable. It was also noted that some will still want to see more single-family homes. Any consideration of guidelines for permitting a secondary suite and an accessory dwelling unit must take into account parking and setback requirements. A few participants were concerned about the removal of the urban containment strategy and the emissions implications of buildings and transportation in peripheral development areas. It was noted that the Green New Neighbourhoods strategy does not account for the impacts of losing natural areas and that residents will not be required to take advantage of installed electric vehicle (EV) charging stations and may choose to drive gas- or diesel-powered vehicles for decades to come. It was suggested to consider on-site renewable energy when exploring regulatory options to limit new natural gas service for suburban and rural greenfield developments and to highlight that an on-site renewable energy system installed at time of development can support the use of heat pumps and EVs. It was also suggested that the GHG impacts of new subdivisions (including loss of carbon storage and sequestration in soil and vegetation) should be examined and potentially compensated for before approval.

Big Move 2 Car-Light Community

There were many comments in support of accelerating the build-out of a connected network of separated bike lanes and other amenities to support cycling, including secure bike parking and storage and bike sharing. Providing end-of-trip amenities may not be feasible for many small employers; these are more likely to be feasible for larger employers. Rollerblading, scooters, and longboards also have a role to play. E-bikes and transit are important for students (more than EVs). It was noted that there will also need to be disincentives for driving. People wondered whether free or low-cost transit would increase ridership or whether focusing on better routing and infrastructure, such as transit shelters, would make more of a difference. There were a couple of suggestions for where to implement shared streets initiatives. There are currently budget limitations to increasing school bus service levels or reducing walk limits and it was recommended to move the action regarding school buses to the CCAP's Advocacy section.

Big Move 3 Zero-Emissions Transportation

Participants noted the benefits of quieter streets and no exhaust fumes from EVs. Residential EV charging for those who only have access to on-street parking may be a particular challenge. Some advisory group member organizations are already converting their fleets to EVs and investing in charging infrastructure leveraging supports such as the Go Electric Fleets program. A few participants noted the need to include clean hydrogen within the plan, particularly for medium-and heavy-duty vehicles (and rail, which is out of scope of the CCAP). It was noted that small-engine equipment (e.g. gas-powered weed eaters) should be addressed in the plan. Comments around low-carbon urban freight included that trucking companies in BC often have very small fleets so right-sizing equipment for last-mile delivery could be a challenge and require coordination and/or financial support. Also, commercial delivery vehicles, whether zero-emissions or conventional, need convenient access to the properties they serve for efficiency.

Big Move 4 Zero-Carbon Homes and Buildings

Several comments and questions were related to small and tiny homes as well as reducing front yard sizes and smaller footprint lots. It was suggested that development cost charges could be used as a lever to encourage smaller-footprint housing. There were a couple of questions around timelines for BC Building Code changes. On one hand, it was expressed that more time may be needed to pilot building efficiency measures, while on the other hand, another comment stated the opportunity to implement quickly while there is increased development activity. There was a suggestion to allow renewable gas to be part of a low-carbon compliance pathway. Also, while some developers are already trialling electric heat pump-only developments, there may be a need to have a hybrid approach in our cold climate (i.e. have a backup heat source for occasional extreme cold days). It was pointed out that there will also need to be more regulation or guidance around embodied carbon, as some highly energy efficient homes are constructed using materials that have a significant carbon footprint (e.g. foam insulation). Other suggestions included that PACE financing options (once regulated in BC) may help ease the cost burden of retrofitting existing buildings and that financial incentives for retrofits should encompass all building occupancy types (i.e. homeowners, landlords, tenants, and commercial property owners).

Big Move 5 Zero-Waste/Circular Economy

Several questions were received around managing organic waste from multi-family housing, basement suites, apartments, etc. Some local businesses are looking at how to reduce plastic waste (e.g. switching to paper bags). There was also mention of commercial food waste (e.g. restaurants and agricultural biowaste). There were some doubts expressed about the value of recycling and the need to prioritize and educate about reduced consumption instead, with "upstream" emissions from manufacturing products being a concern. Reuse options such as a "dump shop" (i.e. a place, sometimes at a landfill, where people can leave items that are not ready for trash but are no longer wanted or needed and others are permitted to take them) could also play a role. There were a couple of questions around landfill gas recovery and whether the City is considering waste incineration. An advisory group member noted that CleanBC views feed stocks as resources and utility companies are actively sourcing these to produce renewable gas that displaces methane and fossil fuel use.

Big Move 6 Renewable Energy

There were a few questions around specific types of renewable energy, including clean hydrogen, wind, and solar. Due to the relatively low GHG emissions associated with electricity production in BC, it was suggested to focus more on using renewable energy to displace natural gas (e.g. solar hot water for swimming pools). The importance of energy storage was also highlighted by a participant, as it can enhance the resilience of the electrical grid. A couple of participants asked whether the City was considering forming its own energy utility in order to increase energy independence and establish a more distributed, localized renewable energy supply. An advisory group member provided data showing that solar PV will likely be necessary to meet increasing electricity demands due to EV adoption and building electrification. It was suggested that some of the actions regarding renewable energy could be moved to the short term.

Big Move 7 Municipal Climate Leadership

It was noted that it is crucial for the City to take leadership across all departments and that this may help build public support for climate action initiatives presented in the budget process. Municipal leadership will also be vital to attracting green businesses and jobs to Kamloops. A suggestion was made to use parking revenue to fund sustainability projects. City vehicles could also be branded to display sustainability messages (in addition to current efforts [e.g. waste trucks]). Some questions were asked regarding how climate governance decision making tools work. It was suggested that another way of reducing GHGs associated with corporate operations is to use warm mix asphalt instead of hot mix, which some other BC municipalities are doing.

Big Move 8 Healthy Urban Ecosystem

It was highlighted that this Big Move also has important public health benefits and that access to green space will be a key public amenity as the City densifies. Trees can also reduce air conditioning use when they shade buildings. Some mentioned that it will be site-specific whether trees versus xeriscaping is more appropriate, including the trade-off of maintaining green space over creating hardscapes while also promoting FireSmart practices in wildland-urban interface areas. There was a question around the role of urban agriculture and a comment that restoration projects need to be maintained to avoid weeds taking over. A question was asked about the effectiveness of native grasses for carbon sequestration. Another participant added that native grasses have very deep roots and are carbon rich to a deep depth and inquired whether there will be an updated development permit area for protecting grasslands around the city. It was underscored that native plants have both environmental and cultural benefits and that Tk'emlúps te Secwépemc have cultural guidelines around plants from the local area. An advisory group member described how all levels of government are looking at nature-based solutions, from both adaptation and mitigation perspectives and that there are many opportunities. To meet net-zero goals, more carbon sequestration will be needed, including guidance on compliance mechanisms and standardized measuring protocols (e.g. for forest carbon). A critique was made that there is a trade-off if the plan promotes healthy urban ecosystems while still allowing new neighbourhoods to be developed in greenfield areas. It was suggested that green infrastructure should be listed as a high priority and that more attention needs to be made to use it in City projects.

Economic Considerations

It was reiterated that a key message is that we need to invest now to avoid future higher costs. A participant noted that actions will need to be prioritized by their costs and benefits. An advisory group member explained that in order to attract green jobs, there will need to be intentional efforts to create an environment that supports green businesses. This will be important for attraction, retention, and expansion. Developing more industrial lands may be necessary in order to accommodate businesses that are working on green innovation and climate solutions. There was also a note of caution that attracting a manufacturing facility that creates green products may also increase local emissions from the manufacturing process itself.

Equity and Climate Justice

There were several comments expressing support for having included equity and climate justice in the plan. Specific questions and comments were made regarding the need for landlords to make investments in building energy efficiency, reducing the cost of transit, providing options

for those who can not afford electric vehicles, and supporting the needs of seniors. It was noted that hopefully green choices will become more affordable.

Implementation and Measuring and Reporting Progress

Participants commented that ongoing communications will be necessary before, during, and after implementation. Questions included how to educate and encourage our community to act and how to involve youth more directly. A participant noted that focusing on individual actions that people can take may not be as effective as people becoming more politically active and supporting systemic change through regulation. Another question centred on whether the carbon impact of decisions to fund the implementation of certain strategies will be reported on and a suggestion that a carbon lens could be applied to supplemental budget items to make clear the implications for meeting the plan's GHG reduction targets. There were a couple of suggestions on how to improve the clarity of the advocacy section. An advisory group member highlighted that the City is located in a traditional territory and that Tk'emlúps te Secwépemc is a major stakeholder with initiatives underway that will be part of the solution, and additional cultural and spiritual motivations for implementing climate action.

Vision

Public engagement session participants were asked to share their thoughts on the plan and whether it aligns with their vision for the future. Below are responses from participants:

"I am really proud to live in a city that is doing this work and living in a community with like-minded folks who want to be part of this change. Could not imagine doing anything else than being part of healing the earth and healing ourselves. Thank you for sharing with us!"

"I am encouraged that the City is talking about and planning for this (since the same cannot be said universally). Great to see and thanks for your work on this."

"This is thrilling that this could actually happen. Please make sure it does. We need this."

"For me this is something I have been advocating for over 35 years! I have adapted my lifestyle to the best of my ability but individual changes can not mitigate the systemic changes that are required. Excellent effort on this plan. It has evolved into a really good template for tackling climate action strategies. I am sooo excited to have this adopted by Council and implemented by ALL OF US as soon as possible. Well done!"

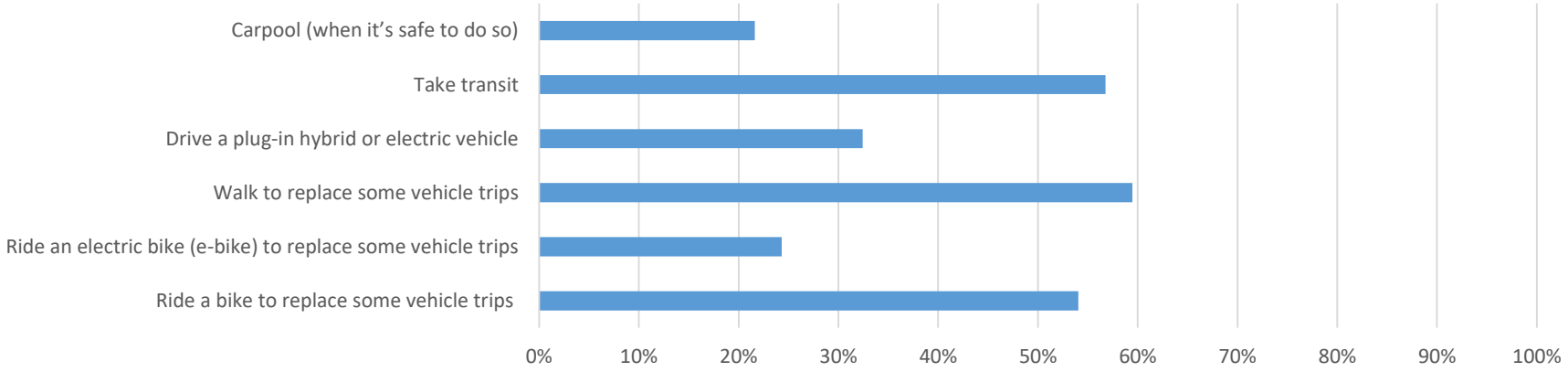
Quick Polls from Public Virtual Engagement Sessions and Lunch and Learns

Quick polls were used during the three general public virtual engagement sessions as well as the TRU and City employee lunch and learn virtual engagement sessions. Quick polls served both as an educational tool to provide residents with examples of actions they can take related to the Big Moves and to gauge the readiness of a small sample of residents to undertake various actions to reduce their personal carbon footprint. They are not intended to show representative results, which would require a larger-scale survey. Residents who are willing to commit one to one-and-a-half hours of their time to learn more about the CCAP may be more likely to make changes than the general population.

In a quick poll at the beginning of the sessions, participants were asked whether and how they participated in Phase 3 engagement. Thirty-six people responded to the poll, 17 of which (just under half) did not participate in any Phase 3 (fall 2020) engagement activities. Therefore, the Phase 4 round of engagement attracted new participants to the planning process. Of the 19 people who participated in Phase 3 engagement, 7 had attended a virtual engagement session on Zoom, 16 had completed the survey on the Big Moves, and 7 had contributed to the discussion forum and/or polls on Let's Talk (some had done multiple activities). It is promising to note that new residents were learning about and engaging with the CCAP, while past participants were motivated to continue with engagement process.

The remaining quick polls focused on implementing actions at the individual level. Residents were asked the following question regarding actions related to transportation, energy use and waste: "Which of the following actions are you most likely to take in the next 3 years?" Respondents could select as many actions as were applicable to them.

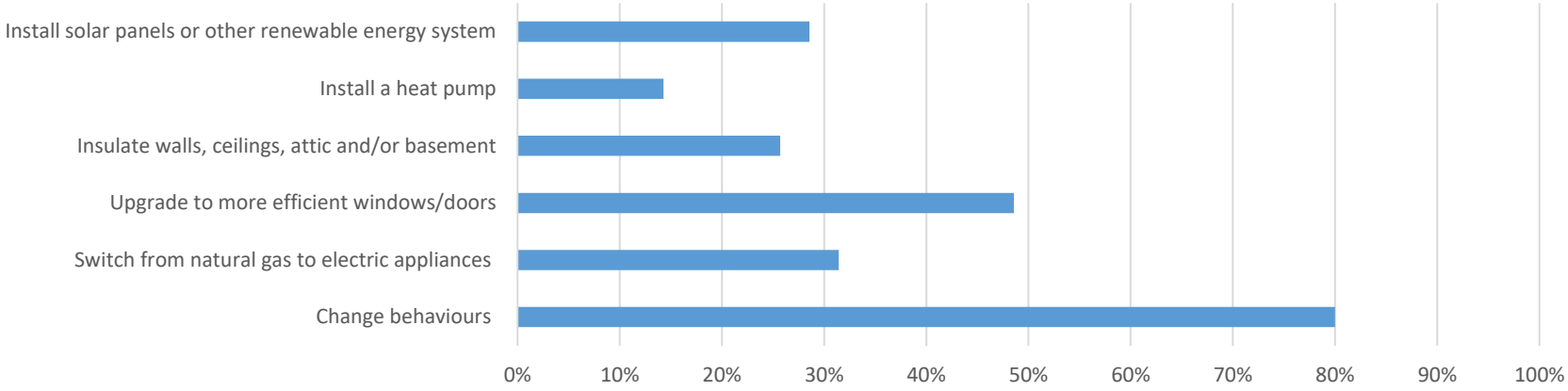
Graph 1: Percentage of respondents who indicated that they are likely to take these transportation-related actions in the next three years (37 respondents, multiple answers allowed).



The results show that participants are considering multiple ways to reduce their emissions from transportation use in the next three years. Nearly 60% of respondents indicated that they are likely to walk and take transit, while over half the participants are likely to ride a bike to replace some vehicle trips and around a quarter specified using an e-bike. A third of respondents showed interest in driving a plug-in hybrid

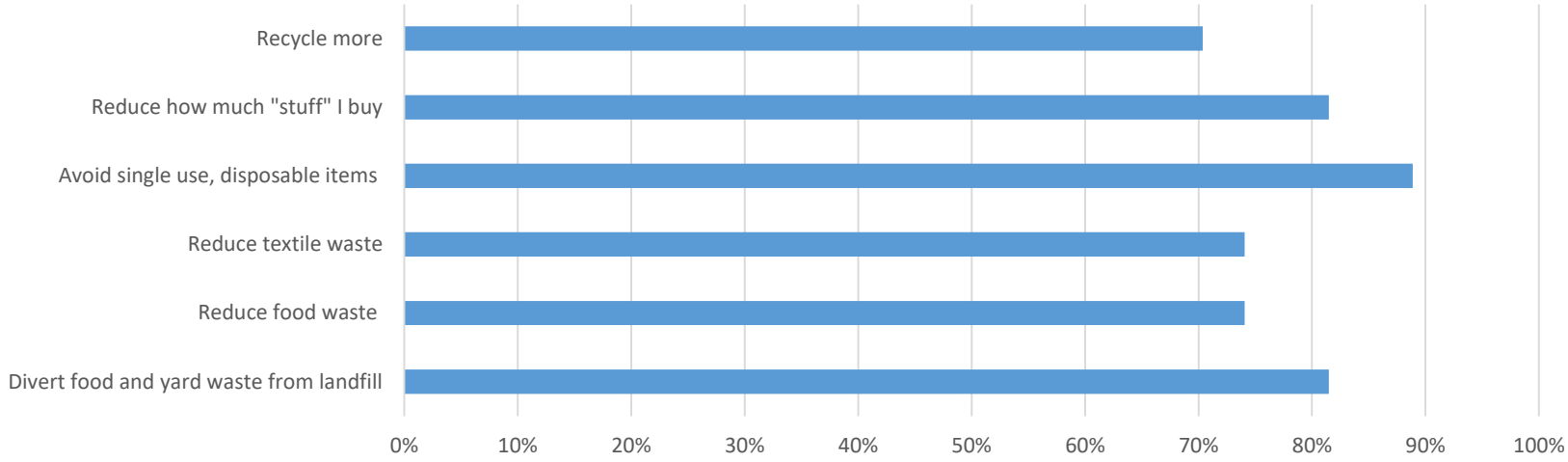
or EV, while 22% thought they would carpool when it is safe to do so. E-bikes, plug-in hybrids, and EVs were less likely to be selected than walking, cycling, and taking transit, one factor of which may be cost. A wider survey would be necessary to establish the key barriers to uptake of each mode of transportation as well as motivating factors for making changes. This would be helpful in the design and implementation of programs (e.g. traffic demand management) to accompany improvements in active transportation infrastructure and transit service levels.

Graph 2: Percentage of respondents who indicated that they are likely to take these energy use-related actions in the next three years (35 respondents, multiple answers allowed).



While 80% of respondents that indicated they were likely to change behaviours related to household energy use (e.g. turning down thermostat, unplugging unused devices, and using more efficient appliances), responses showed that they were generally less likely to be planning to undertake actions related to energy compared to transportation and waste. Close to half of respondents indicated that they were likely to upgrade to more efficient windows/doors, while for every other action, less than a third showed a willingness to make a change. Some of these actions require more upfront planning and coordination, and investments have variable payback times and operating costs (e.g. installing insulation or a heat pump). The work being undertaken by the City on its Renovate Smart Kamloops program aims to reduce these barriers by offering customized advice to residents and free workshops and raising awareness of available incentives. Expanding upon this work will be crucial to achieving the targets for retrofitting existing buildings, as outlined in the CCAP. Ten participants (29%) indicated that they were looking at installing solar panels or another renewable energy system, which is interesting given the current lack of incentives for these in the market.

Graph 3: Percentage of respondents who indicated that they are likely to take these waste-related actions in the next three years (27 respondents, multiple answers allowed).



There was a high level of willingness to undertake actions on waste, with 70% or more of respondents indicating they would likely take each of the actions listed in the next three years. Of those surveyed, 89% were keen to avoid disposable, single-use items by choosing reusable options and 81% were interested in reducing their overall consumption. Of those surveyed, 74% indicated they may make further efforts to reduce textile waste specifically (i.e. by buying quality or second-hand items and repairing before recycling). Perhaps influenced by the recent high profile of the City's organic collection pilot project, diverting food and yard waste by either curbside pickup or backyard composting appeared attainable for over 80% of respondents in the next three years, with three-quarters of participants also showing willingness to reduce their food waste (i.e. by meal planning and proper food storage). With the focus of the CCAP being on reducing waste, the option to recycle more was de-emphasized but still a likely action selected by 70% of respondents.

LET'S TALK WEBPAGE

The Let's Talk online platform was used to host information about the public engagement sessions, key documents, project updates, and allowed for participants to complete the Quick Polls.

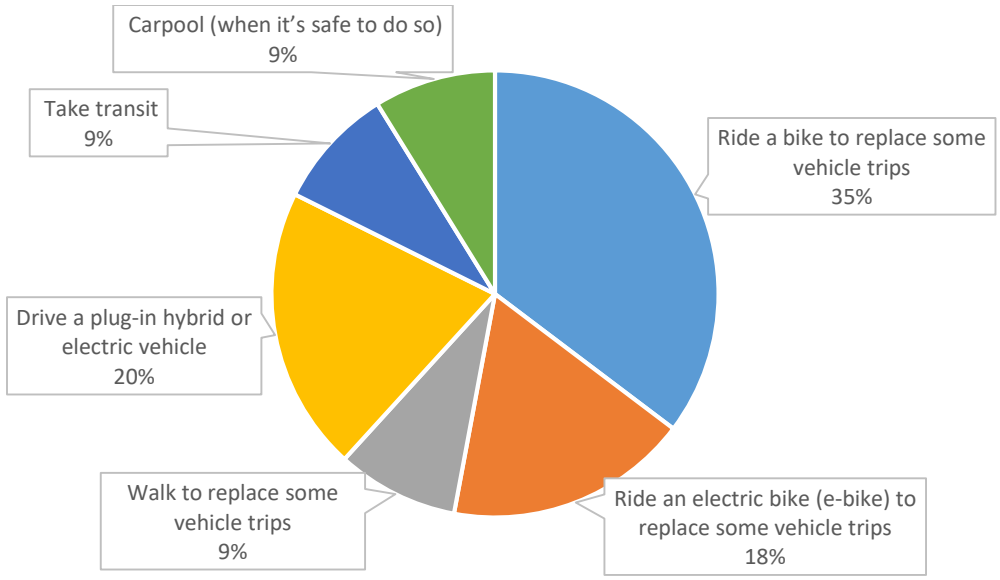
Of the 914 page visits during the engagement period, there were:

- 239 downloads of the draft CCAP
- 120 downloads of the engagement package
- 30 downloads of the Committee of the Whole report attachment

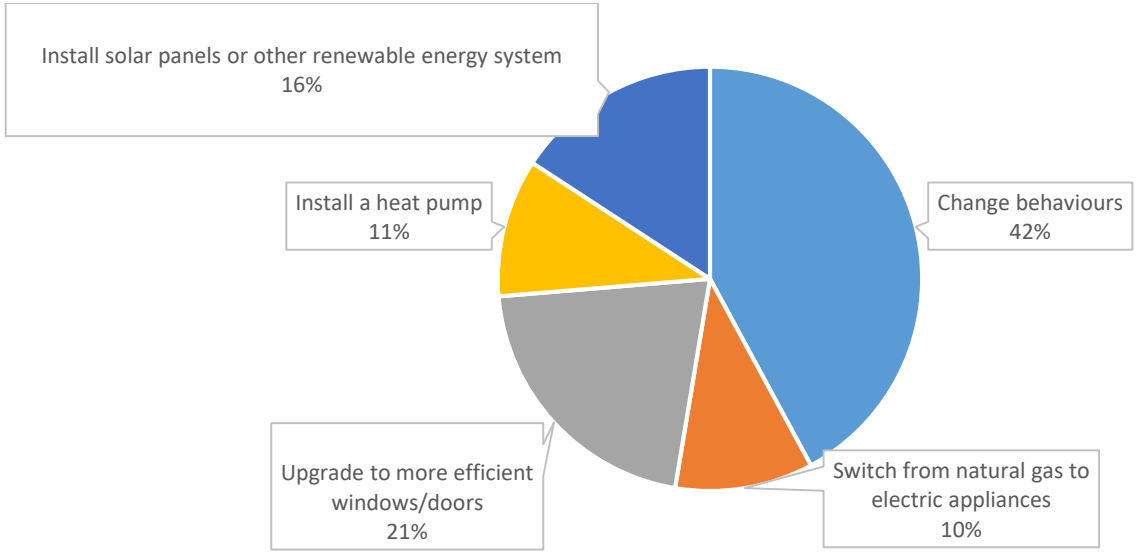
There were 37 respondents to quick polls, which does not allow for a representative sample but rather a snapshot of what actions some residents may be willing to take to reduce their personal carbon footprint. The questions used were similar to those during the virtual engagement sessions (summarized in the previous section) and focused on transportation, energy use, and waste. However, the platform only allowed participants to choose one response per question, so it was modified to: "Which of the following actions are you MOST likely to do in the next 3 years?"

Quick Polls Results

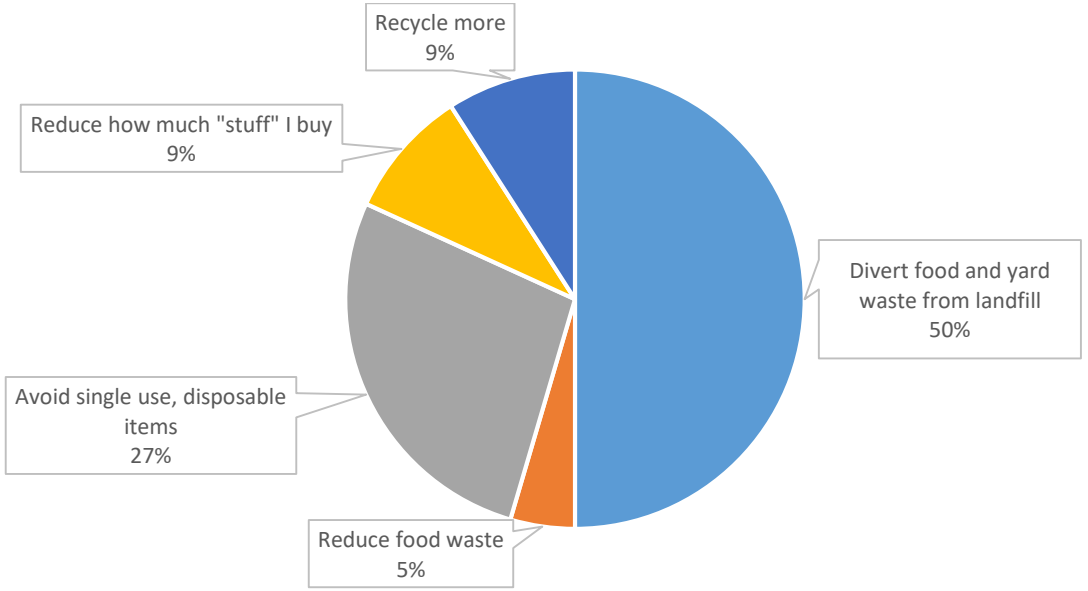
Graph 4: Let's Talk Quick Poll: Transportation-related actions that respondents are *most* likely to take in the next three years (34 respondents, one response only per respondent)



Graph 5: Let's Talk Quick Poll: Energy use-related actions that respondents are *most* likely to take in the next three years (19 respondents, one response only per respondent)

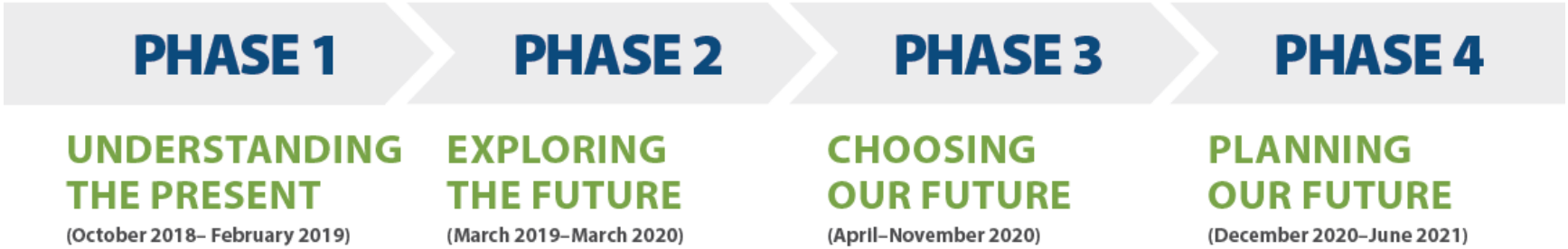


Graph 6: Let's Talk Quick Poll: Waste-related actions that respondents are *most* likely to take in the next three years (22 respondents, one response only per respondent)



NEXT STEPS

The CCAP planning process is nearing completion.



Next steps include making revisions to the plan based on Phase 4 engagement feedback, conducting final internal and advisory group engagement, and presenting the final version of the CCAP to Council for adoption in June 2021.

The City would like to thank the CCAP Advisory Group members, key stakeholders, City staff, and numerous members of the public who have taken the time to learn more about the plan and share their feedback. This input has ultimately shaped and strengthened the CCAP, and reflects the many voices that were heard throughout multiple phases of engagement.