

What We Heard Report

As part of the
Climate Leadership Plan
December 13, 2021



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Executive Summary

This What We Heard Report (the 'WWHR Report') documents the consultation and engagement initiatives that were completed as part of the Climate Leadership Plan (CLP) development. The WWHR Report summarizes the feedback received from community partners, stakeholders and the public, and demonstrates how their feedback has been incorporated into the final CLP to foster transformational change in the City of Kingston.

+40 City Staff and local experts were brought together to form Mitigation and Adaptation Technical Teams. The Teams were engaged at key milestones during the project to present and comment on emissions reductions actions or guide the direction of the CLP when required. The Technical Teams provided insight and acted in an advisory role on technical and regulatory matters, rather than as decision-making bodies.

A Community Advisory Group (CAG) made up of 19 stakeholders was established to bring together representatives of key groups to support outreach and implementation of the CLP within the community. The CAG served as a sounding board for the CLP Leadership Team and provided insight into community sentiment and proposed actions of the CLP before conducting community engagement events.

Community feedback was an integral part of the CLP development. The community was engaged to determine what climate action priorities the community wanted to see in the CLP, to inform residents of City efforts to fight climate change, and to receive their input on how they might contribute to Kingston's goal to achieve carbon neutrality by 2040 at the community-level.

+630 residents and local businesses took part in five surveys over the course of the CLP development process. The surveys included a Climate Change Impact survey, a Visioning survey, a Resident Mitigation Survey, a Business Survey and a CLP Summary Report Survey.

+20 Coffee Conversations, hosted by the City, were held to facilitate one-on-one discussions with key sector leaders and stakeholders to fill knowledge gaps and inform the actions in the CLP.

+100 residents registered for, viewed, or attended the online Public Open House held in September 2021 to introduce and present the final draft CLP to a wide public audience and provide an opportunity to ask questions and submit additional feedback.

+180 respondents provided feedback on the draft Climate Leadership Plan Summary Report through an online survey, through email or through the Public Open House.

Overview of Climate Leadership Plan

Kingston's Climate Action Vision

Since 2009, the City of Kingston has been working ambitiously to be Canada's Most Sustainable City. The City has spent the last decade advancing plans and programs to guide the community towards this goal. The City's Climate Action Plan (2014) represented a significant first step towards defining community actions to reduce carbon emissions and promote resilience in the face of climate change. In 2019, the City of Kingston became the first municipality in Ontario to declare a climate change emergency requiring an urgent strategic response.

Demonstrating leadership on climate action has been identified as one of the City's five strategic priorities, led by the newly formed Climate Leadership Division.

The Climate Leadership Plan (CLP) builds upon and renews the vision generated in 2014 through community engagement conducted for the City's first Climate Action Plan:

"Kingston is an innovative carbon neutral city that continues to work collaboratively with community partners to achieve climate leadership. Kingston is a healthy and resilient community and is able to mitigate the risks and benefit from the opportunities presented by a changing climate. Kingston has a thriving low-carbon economy that is compatible with being a sustainable community with a high quality of life."

About the Climate Leadership Plan

Building on the work already completed by the City, the CLP is an integrated corporate and community climate change management strategy and responds to Council's Strategic Priority to Demonstrate Leadership on Climate Action.

The CLP assesses the likely impact of ongoing initiatives, and outlines objectives and actions which to chart a path to achieve the City's target of carbon neutrality by 2040. The CLP acknowledges economic benefits of the transition to a low carbon society and highlights opportunities for economic development and community prosperity. The CLP also identifies key climate change risks and vulnerabilities, providing guidance on opportunities and adaptation measures to make Kingston more resilient to changing climate conditions and extreme weather. The CLP promotes collaborative action including the City and community partners, recognizing that community partners are important contributors since they can drive significant Green House Gas (GHG) reductions across their buildings and fleets.

Bringing together the vision from the 2014 Climate Action Plan and Council's Strategic Priorities, and in accordance with the Natural Step's framework for Integrated Community Sustainability Planning, the CLP is intended to foster transformational change by engaging community leaders and the public on priority actions to bridge the gap between the current state and where the community wants to be in future. The CLP is supported by detailed technical analysis of Kingston's GHG reduction pathway to support the City's decision-making and future development of specific implementation plans, training materials, community charters and ongoing outreach programs.

As part of the CLP development, a robust consultation and engagement program was undertaken to obtain feedback from the community, key partners and stakeholders on climate action priorities for the City of Kingston.

Purpose of this Report

This What We Heard Report (the 'WWHR Report') documents the consultation and engagement initiatives that were completed as part of the CLP development. The WWHR Report summarizes the feedback received from community partners, stakeholders and the public, and demonstrates how their feedback has been incorporated into the final CLP to foster transformational change in the City of Kingston.

Community Engagement During COVID-19

The CLP development began in February 2020, during the COVID-19 pandemic. A Communications and Stakeholder Engagement Strategy (CSES) was prepared for the project in winter 2020 to provide the CLP Leadership Team with a detailed overview of the roles and responsibilities, engagement tactics, and detailed approach for engaging the public, City staff, agencies and stakeholders throughout the development of the CLP. The CSES was revised in early spring 2020 to include a series of recommendation in order to pivot the engagement activities to virtual platforms during COVID-19.

Consultation activities were adapted to engage stakeholders and the public using both new and old ways of communicating, including online using a multitude of platforms using Microsoft Teams, Miro, Mural and Mentimeter, email and in writing. Get Involved Kingston, the City of Kingston's public engagement platform, and the project page on the City of Kingston's website were used to engage stakeholders using online surveys to facilitate meaningful involvement in the CLP development. For those who do not have access to reliable internet services, the surveys were offered in hard copy format upon request to ensure all interested persons were able

to participate in the CLP development. In addition, stakeholder meetings were held via video teleconference (via Microsoft Teams) with interactive tools to provide an inclusive environment for participants to share their insights and feedback on the CLP.

Communications Approach

The City of Kingston's Public Engagement Framework (October 2017) contains the following key principles, which formed the foundation for the CLP CSES:

- **Inclusivity:** Organizers ensured an accurate representation of the community was reflected by using a range of techniques to engage residents.
- **Early involvement and timely communication:** Accurate information was communicated as early as possible in the public engagement process to assist the public and key stakeholders in their planning, preparation and participation in engagement events.
- **Respect:** All participants were reminded to be respectful of diverse views, values and interests. The process also respected decision-making protocols and jurisdictions at the municipal and provincial levels.
- **Transparent and accountable:** The process demonstrated a commitment to efficient and effective use of taxpayer dollars to ensure both the process and its outcome were transparent.
- **Clear and coordinated approach:** Throughout the engagement process, plain language and a variety of communication channels were used to optimize residents' input because people learn and engage in different ways.
- **Continuous improvement:** Public engagement activities were regularly evaluated and improved.

Objectives

The following provides an overview of the consultation and engagement objectives from the CSES as they relate to the development of the CLP:

- To engage key stakeholders in the early stages of adaptation planning.
- To establish focused Technical Teams that includes experts who may contribute to mitigation and adaptation planning efforts in the City.

- To learn from key stakeholders what climate action priorities they believe should be in the CLP, and what (if any) barriers might prevent achieving carbon neutrality by 2040
- To inform residents of City efforts to fight climate change and receive their input on how they might contribute to Kingston’s goal to achieve carbon neutrality by 2040 at the community-level.
- To report back to residents and demonstrate how their feedback is being put to (climate) action.
- To demonstrate how feedback from stakeholders and residents will help inform the final CLP.

Laying the Groundwork

Climate Leadership Plan Webpage

A project webpage for the CLP was established on the City of Kingston’s website at www.cityofkingston.ca/city-hall/projects-construction/climate-leadership-plan. The webpage provided an overview of the project, goals of the CLP development, a project timeline, CLP Leadership Team information, Frequently Asked Questions and information on how and when to participate in public engagement activities. A snapshot of the webpage is provided in Figure 1.

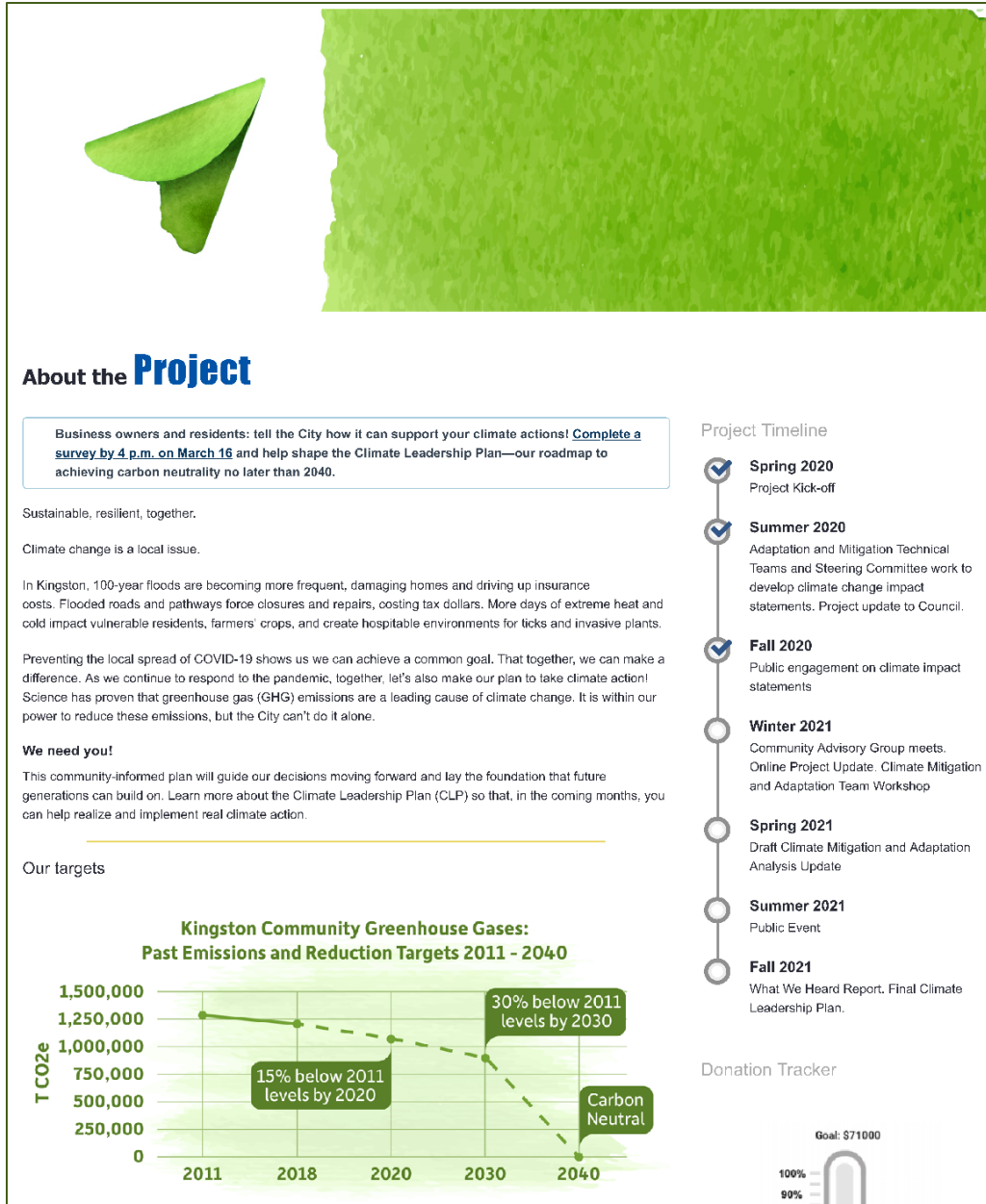


Figure 1: Climate Leadership Plan Webpage

Public Notifications

The CLP and engagement opportunities were promoted both on and offline. The City's social media platforms were used to promote upcoming engagement events. Notification of the CLP and engagement opportunities were also provided on the local radio station and at community events held around the City.

Thematic Areas

The CLP was developed using five thematic areas: buildings, transportation, waste, food and forestry, and climate change adaptation and resilience.

The thematic areas were used to support the City's decision-making and future development of specific implementation plans within each of the areas to help the City reach their goal to reduce carbon emissions and promote resilience in the face of climate change. Consultation and engagement were focused around the thematic areas to help develop the key objectives of the CLP.

The following provides a brief overview of the thematic area's emissions history and reduction potential, including the 10 key objectives of the CLP.

Buildings

In 2018, the building sector represented more than 42% of Kingston's total community emissions. Within this sector, single family homes were responsible for the largest share of emissions, followed by industrial, institutional, and commercial office and retail buildings. Municipal buildings and multi-unit residential buildings were relatively small sources of emissions. By 2040, Kingston's buildings will need to rely on low carbon sources of energy for heating and industrial processes. As the cost of solar energy production and energy storage continues to drop worldwide, Kingston has the opportunity to become a hub for local renewable energy production.

Key Objectives:

1. Accelerate local production of renewable and low carbon energy and energy storage.
2. Support Kingston residents to invest in low carbon retrofits of their homes.
3. Partner with Kingston businesses to retrofit and fuel-switch existing commercial buildings.
4. Demonstrate leadership by making all municipal facilities Net Zero Energy by 2040 where feasible, and work with all levels of government to reduce emissions from other publicly owned buildings.
5. Advance the adoption of net zero ready new construction ahead of the release of requirements expected in national net zero building codes in 2030.

Transportation

In 2018, the transportation sector represented 36% of Kingston's total community emissions. Passenger vehicles produce the majority of these emissions, which are tracked through annual reporting of retail fuel sales. Currently, less than 1% of passenger vehicles in Kingston are electric. As data is not available for privately-fueled commercial and fleet vehicles, emissions from transportation are likely significantly higher than reported in past community inventories. Urban design and planning policy have a significant influence on transportation emissions. Increased adoption of active transportation, working from home, and electric vehicles have the potential to contribute to a 30% reduction in Kingston's emissions by 2040.

Key Objectives

6. Develop active transportation connections and foster transit-oriented development to encourage a shift to sustainable modes and a reduced reliance on personal vehicle use. Transition to electric- and renewably-powered personal, municipal, and commercial motorized vehicles.

Waste

In 2018, decomposition of organic waste represented only 4% of Kingston's total community emissions. Wastewater produces the largest share of these emissions, while residential landfill is a minor additional source. Emissions from waste and wastewater have declined by 1% since 2011. Local production of biogas (or renewable natural gas) from organic waste and wastewater is a key emissions reduction strategy for the City. Biogas production and waste diversion have the potential to reduce Kingston's emissions 3% by 2040 compared to 2011.

Key Objectives

7. Produce renewable natural gas locally from waste sources and encourage adoption of other low carbon fuels.

Food and Forestry

In 2018, food and agricultural sources represented 19% of Kingston's total community emissions. Transportation of food into the city generates the most emissions, and livestock and tillage have small contributors as well. Since 2011, emissions from food and forestry have increased by 9%. The current estimate is that 2% of food consumed in Kingston is locally produced. Of the four sectors in Kingston's community inventory, food and forestry emissions are the most challenging to address, as global food transportation systems are beyond community

influence. Increased local food consumption and afforestation have the potential to contribute a 2% reduction in Kingston's total community emissions by 2040.

Key Objectives

8. Improve the vibrancy of the local food system to reduce dependence on high carbon imported food.

Climate Change Adaptation and Resilience

A Vulnerability and Risk Assessment was completed to better understand how climate change will affect Kingston as part of the CLP. The purpose of the Vulnerability and Risk Assessment was to provide high-level direction for reducing climate impacts to municipal infrastructure and services and included the creation of a framework to support the City, local businesses and community organizations in undertaking climate risk assessments and identifying adaptation measures relevant to their sector, operations, and assets. Climate leadership is a collaborative effort that requires community organizations and businesses to understand and manage their climate risks.

Key Objectives

9. Proactively manage climate-related impacts to municipal critical infrastructure and services, and support community organizations and businesses in assessing and reducing their own climate risks.

Stakeholder Engagement

Figure 2 provides a summary of the various groups engaged throughout the CLP development. The various stakeholders were identified by the CLP Leadership Team as part of the Consultation and Engagement Strategy developed for the project.



Figure 2: Groups Engaged in CLP Development

Technical Teams

Two Technical Teams were established at the beginning of the project to bring together a diverse group of professionals to provide various sector perspectives on how Kingston is affected by climate change and to give feedback on actions to reduce emissions across businesses, institutions, and the community. The Teams were engaged at key milestones during the project to present and comment on emissions reductions actions or guide the direction of the CLP when required. The Technical Teams provided insight and acted in an advisory role on technical and regulatory matters, rather than as decision-making bodies. The Teams were divided into two groups: the Mitigation Technical Team and the Adaptation Technical Team.

Mitigation Technical Team

The Mitigation Technical Team (MTT) included a diverse group of technical experts, including City staff and partner stakeholders. The MTT provided technical input into how the City of Kingston can reduce community GHG emissions in the industrial, commercial or institutional sectors, including input, commitments and actions by

sector. The Team was integral in providing feedback on Kingston's current community initiatives, in identifying new initiatives to bridge the gap to carbon neutrality by 2040, and further refining actions to reduce emissions.

Mitigation Technical Team Members

The MTT was comprised of the following members:

- City of Kingston:
 - Climate Leadership Division
 - Corporate Asset Management and Fleet
 - Planning Services
 - Facilities Management and Construction Services
 - Communications
 - Environment
 - Utilities Kingston
- Enbridge
- INVISTA
- Hydro One
- Kingston Construction Association
- Ontario Federation of Agriculture
- Queen's University
- Sustainable Kingston
- Red Squirrel Conservation
- Defense Construction Canada
- Department of National Defence
- CaraCo
- SWITCH
- Utilities Kingston
- Kingston Hydro
- St. Lawrence College
- Sun Harvest

Adaptation Technical Team

The Adaptation Technical Team (ATT) included a diverse group of experts from City staff and partner stakeholders. The role of the ATT was to provide technical insights into how the City of Kingston's built and natural assets, services, operations, and as a consequence, communities may be affected by climate change. This interdisciplinary team was formed to represent some of the most critical infrastructure, services, and stakeholders within the community. The ATT played an integral part of the process in identifying local climate change impacts (based on climate hazards and projections) and assessing the level of vulnerability and risk to

the City in relation to each climate change impact. Team members drew on sector specific knowledge, professional expertise and past events to help inform the vulnerability and risk assessment process and provided Kingston-specific context to better understand climate change impacts and their consequences.

Input from the Adaptation Technical Team informed three core functions:

Climate Change Impacts: To review and develop climate change impact statements that describe climate hazards, outcomes, and consequences as well as primary affected service areas throughout the City.

Vulnerability Assessment: To review and help assess the vulnerability of the City to relevant climate change impacts in terms of local sensitivity and our adaptive capacity to handle such impacts.

Risk Assessment: To review and help assess the probability and consequences associated with relevant climate change impacts.

The input from the ATT was used to inform the Baseline Vulnerability and Risk Assessment Report. Findings from the Assessment were also included in the Climate Leadership Plan.

Adaptation Technical Team Members

The ATT was comprised of the following members:

- City of Kingston:
 - Climate Leadership Division
 - Utilities Kingston
 - Communications
 - Environment
 - Housing Programs
 - Fire and Rescue
 - Parks Department
 - Director of Financial Services
 - Planning Division
 - Rural Advisory Committee
 - Facilities Management and Construction Services
 - Housing and Social Services
 - Corporate Asset Management and Fleet
- Cataraqui Conservation Authority
- Kingston, Frontenac, Lennox & Addington (KFL&A) Public Health
- City of Kingston Rural Advisory Committee
- Kingston Hydro
- St. Lawrence College

- Kingston Construction Association
- SWITCH
- United Way Kingston, Frontenac, Lennox, and Addington
- Hydro One
- Department of National Defence
- Kingston Field Naturalists
- Sustainable Kingston

Community Advisory Group

A Community Advisory Group (CAG) was appointed by the City of Kingston to bring together representatives of key community groups who have a significant role to play in the community in terms of outreach or future program design. The CAG served as a sounding board for the project team and provided insight into community sentiment and proposed actions of the CLP before conducting community engagement events.

Community Advisory Group Members

The CAG was comprised of the following members:

- Algonquin College
- Kingston Economic Development Corporation
- Tourism Kingston
- Kingston Environmental Advisory Forum
- 350.org
- Greater Kingston Chamber of Commerce
- Kingston Climate Hub
- Indigenous Community Representative
- Downtown Kingston Business Improvement Area
- Extinction Rebellion Kingston
- Wintergreen Renewable Energy Co-operative
- Limestone District School Board
- Algonquin & Lakeshore Catholic District School Board
- Conseil des écoles publiques de l'Est de l'Ontario
- Conseil des écoles catholiques du Centre-Est
- Alma Mater Society (AMS) of Queen's University
- Student President, St. Lawrence College
- Loving Spoonful
- Student representative from Algonquin College
- Sisters of Providence of St. Vincent de Paul
- Visit Kingston

Indigenous Community Engagement

As a result of legal decisions made by the Supreme Court of Canada, the Crown has a duty to consult with Indigenous communities on issues that may affect treaty rights, aboriginal rights and land claims. The Duty to Consult has been delegated to municipalities in infrastructure and land use planning matters where the use of land or natural resources could be impacted.

The CLP is not a formal statutory process; however, the City of Kingston is in the midst of an “Engage for Change” consultation process aimed at reframing the relationship between the Indigenous and non-Indigenous people in Kingston.

An Indigenous Community representative was a member of the CAG and provided insight into the CLP development.

Community Feedback

Community feedback was an integral part of the CLP development. The community was engaged to determine what climate action priorities the community wanted to see in the CLP, to inform residents of City efforts to fight climate change, and to receive their input on how they might contribute to Kingston's goal to achieve carbon neutrality by 2040 at the community-level.

A variety of community consultation and engagement initiatives were undertaken throughout the CLP development, including the following: five surveys, eighteen Coffee Conversations with key sector leaders and stakeholders, and an Online Public Open House. The following sections provide an overview of the consultation and engagement initiatives and feedback received over the course of the CLP development.

Climate Change Impacts Survey

A 'Climate Change Impacts' survey was posted on Get Involved Kingston on September 15, 2020 and closed on November 4, 2020. The purpose of the survey was to help the City better understand how climate change is affecting the community, currently and in the future. The survey aimed to validate the types of climate impacts felt to be most important by the community. The survey consisted of 21 questions. There were 232 responses to the survey. Respondents were from over 220 postal codes within the Kingston area. A Climate Change Adaptation Primer, which was provided for review prior to taking the survey, included a summary of future climate projections for the City of Kingston. The results of the survey helped inform the direction of the climate change impact statements for the vulnerability and risk assessment.

The survey included questions on the following topics to understand how climate change is impacting the community:

- Higher Temperature/Heatwaves;
- Changing Winter Conditions and Freeze Thaw;
- Heavy Precipitation and Flooding;
- Storm Events; and
- Drought and Forest Fires.

Respondents were also provided an opportunity to express their personal experiences and identify any hazards that may have been missed in the survey through written responses.

The following provides a general overview of the survey results. The detailed results of the survey, including the Climate Change Adaptation Primer, are provided in Appendix A.

Higher Temperature/Heatwaves

- 169 respondents indicated that they have experienced heat-related health issues (e.g. heat stroke) when asked to identify which higher temperature and heatwave impacts they have experienced or observed in Kingston.
- 136 respondents indicated they have experienced reduced winter recreation opportunities.
- 165 respondents indicated they have experienced drought conditions causing stress on vegetation and habitats
- 143 respondents have experienced the spread of tree/plant diseases and pests (e.g. Emerald Ash Borer).
- One survey respondent said: “The temperature is so hot during summer months now that is it not possible for us to be out doing our normal activities during the day...we must be out before 9 and back by 11 because the rest of the day is unbearably hot”

Changing Winter Conditions and Freeze Thaw

- 182 respondents noted winter damage to transportation infrastructure (e.g. potholes, cracks) when asked which freeze-thaw impacts they have experienced or observed in Kingston
- 172 respondents noted hazardous winter conditions (e.g. ice) causing accidents on roads and sidewalks.
- One survey respondent said: “Reduced recreational opportunities due to unsafe conditions like icy trails or lack of snow for skiing and tobogganing, or lack of cold temperatures for maintaining ice surfaces for ice skating.”

Heavy Precipitation and Flooding

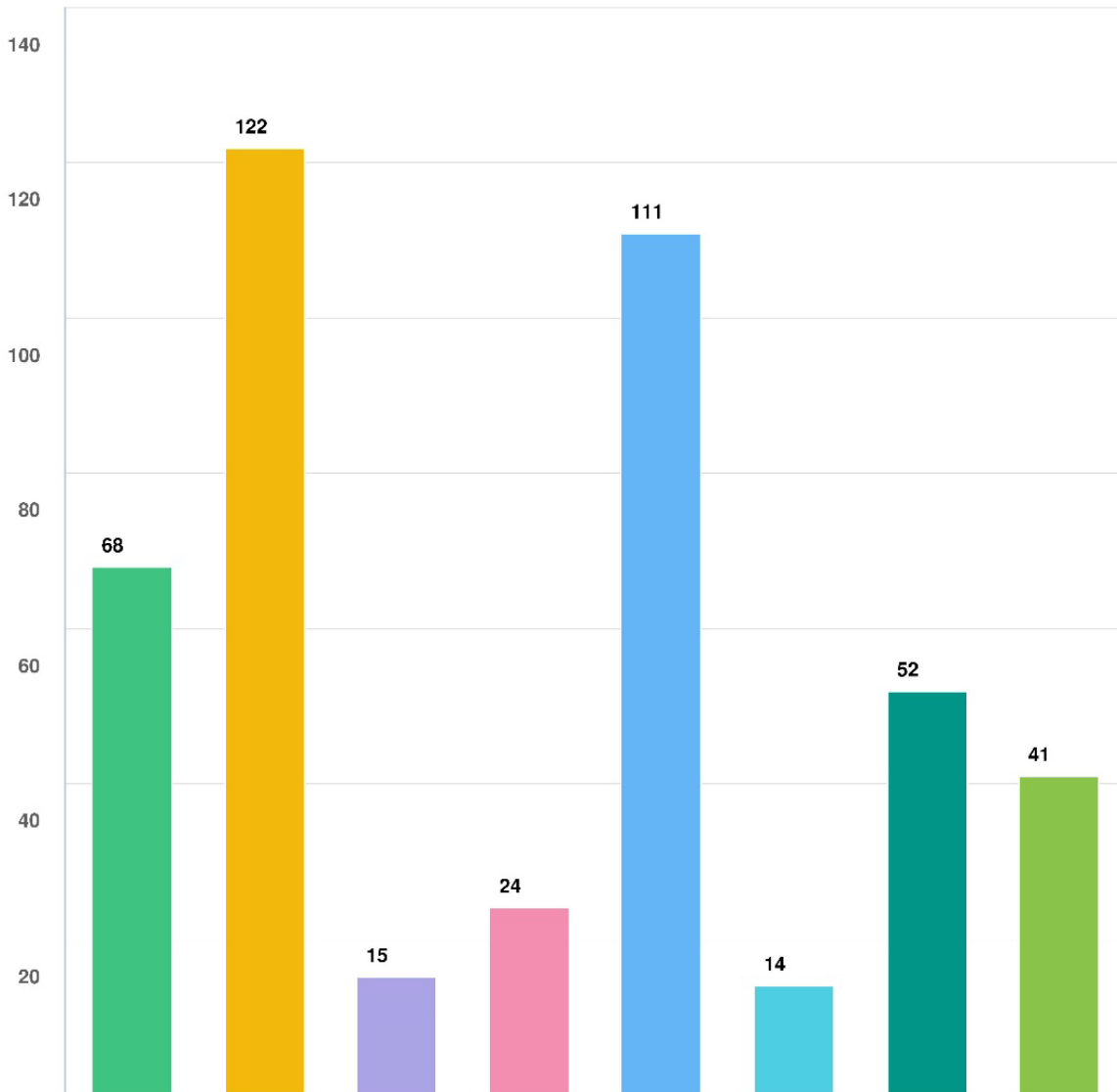
- 127 respondents indicated they have experienced road washouts and blockages due to flooding, as well as flooding and/or closures of parks, trails and recreation areas as a result of heavy precipitation and flooding impacts on built systems within Kingston.

- One survey respondent said: “A lot of damage done to waterfront parks, from shoreline erosion to tree damage to waterside park benches (e.g. Everitt Park in Reddendale and Big Sandy Bay on Wolfe Island).”

Storm Events

- 122 respondents indicated they have experienced a cancellation or closure of outdoor events and recreational areas as a result of storm impacts within Kingston. The full results of the survey question are provided in Figure 3.

Q12 Storms can impact the social and economic systems within our community in several ways. Which of the following impacts have you experienced or observed in Kingston? Check all that apply.



Question options

- Emergencies related to severe storms
- Cancellation or closure of outdoor events and recreational areas
- Evacuation or temporary displacement, or need for emergency shelter due to storms
- Post-event health impacts such as injury, illness, psychological distress
- Dangerous outdoor conditions and injuries (e.g. roads, sidewalks, driveways)
- Dangerous indoor conditions for building and facilities occupants
- Financial strain due to damage and replacement costs, higher insurance premiums, etc.
- Disruption of ferry services

Figure 3: Climate Change Impact Survey – Example Results

Drought and Forest Fires

- 43 respondents noted they have experienced a reduced availability of water, notably to hamlets with vulnerable aquifers and private well systems as a result of drought and forest fire impacts within Kingston.
- 35 respondents noted they have experience poor air quality due to smoke.
- When asked what climate hazards are relevant to you, 141 respondents indicated high temperatures and heat waves are the most important.
- 116 respondents indicated forest fires were the least important to them.

Climate Leadership Vision Survey

A Climate Leadership Vision survey was posted on Get Involved Kingston on September 15, 2020 and closed on November 4, 2020. This vision was developed by the community and outlined in the City's first Climate Action Plan in 2014. The purpose of the Vision survey was to help validate the vision in relation to the renewed CLP. The survey consisted of three (3) questions. There were 83 respondents to the survey. Respondents were from over 60 postal codes within the Kingston area.

The survey asked respondents to indicate if the 2014 Vision Statement resonated with them when thinking about the City's role as a Climate Change Leader over the next 20 years. A total of 31 respondents indicated yes, another 31 respondents indicated that it somewhat does, and 20 respondents indicated that it does not.

Respondents were also asked to provide their opinion on what should be added or removed from the statement. The comments on the Vision Statement were reflected in the actions and objectives of the CLP. The following provides an example of feedback received on the question:

- "Kingston strives to become a leader in tackling the challenges of climate change through social change, technology, and grassroots community involvement. In doing so, approaching net zero emissions as soon as possible and supporting the community in adapting to the changing climate."
- "Energy and air quality are mentioned, but not water quality. Perhaps something could be added about Kingston Transit or the recycling facilities, what are part of the whole picture. Informing the community is also important – how do we know that we can produce all of the energy we need? The last sentence seems rather loose, not really based on facts at all."

The detailed results of the survey are provided in Appendix B.

Resident Mitigation Survey

A Resident Mitigation survey was posted on Get Involved Kingston on February 17, 2021 and closed on March 17, 2021. Residents could complete the survey by phone and in writing if they chose to do so. The purpose of the Resident Mitigation survey was to help the CLP Leadership Team understand how the City can support emissions reductions efforts through learning about the types of climate action residents are most interested in, barrier residents currently face, and the types of programs that would provide the support residents need. There was also an opportunity for residents to submit general feedback and share opinions on where the City should focus its climate action efforts to achieve the greatest impact. The survey included 23 questions and was divided into three sections:

- Section 1 – Emission Reductions by Sector
- Section 2 – Climate Action Priorities
- Section 3 – Tell Us About Yourself

There were 315 responses to the survey. A total of 80.6% of respondents to the survey owned their place of residence, while 17.5% of respondents rented and 1.9% were living with a friend or family member.

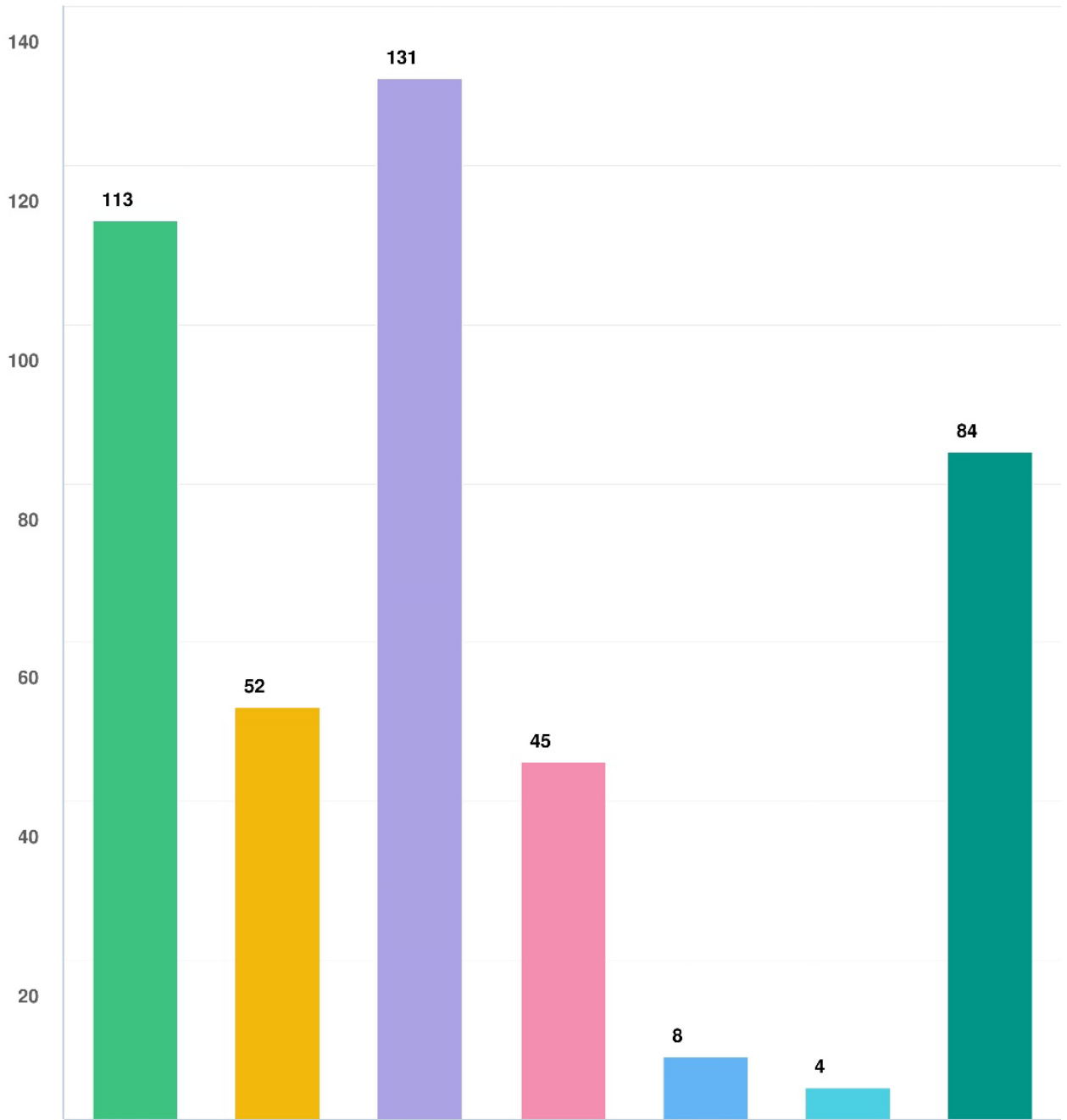
The following provides a brief summary of the survey results. The detailed results of the Resident Mitigation survey are provided in Appendix C.

- 163 respondents noted that LED lighting has been installed in their place of residence when asked if they had completed energy-efficient upgrades to in the last three years.
- 104 respondents noted they have replaced windows / insulation when asked if their place of residence has had any energy efficient upgrade in the last three years.
- 254 of respondents said they choose Ontario-grown food where possible when asked if they participate in any local food initiatives or practices.
- 179 of respondents said they have a home garden or backyard farming.
- 131 of respondents said that efficiency is the number one barrier to using active transportation, meaning the places they go are too far from their neighbourhood, when asked why or why not they use active transportations.
- 113 respondents said there is a lack of infrastructure available near their home (e.g., car share services, bike lanes, bus service) when asked to detail barriers preventing from carpooling, using public transportation or active transportation (e.g. walking or cycling) more often.
- One survey respondent said: “I think the City should try a car sharing option internally with City staff and also with residents. I have worked previously with a City where they had a few cars to share in car pooling which encouraged

staff to use AT to get to work and then if there were meetings in other buildings or staff needed to get to other places, they could sign out cars to share. As getting to and from meetings is difficult when time is crunched during the day.”

- One survey respondent said: “Building codes should be strengthened to require energy and water efficient building methods such as LEED, Zero Energy building. Also zoning needs to be strengthened to restrict new construction on high risk flood areas. Especially in response to the recent reduced authority of the provincial conservation authorities.”
- One survey respondent said: "Kingston has made some amazing strides and leads many cities in our province, but I would like to see us pushing for real, major, and measurable changes in the future. We can become a world leader and attract new business, new investment, and (in the future I hope) new eco-tourism.”

What barriers prevent you from carpooling, using public transportation or active transportation (e.g. walking or cycling) more often? Select all that apply.



Question options

- Lack of infrastructure available near my home (e.g. car share services, bike lanes, bus service)
- Lack of weather protection for bicycles and/or shower facilities at my place of work
- Efficiency (the places I go are too far from my neighbourhood)
- None
- Unsure
- Prefer not to answer
- Other (please specify)

Figure 4: Resident Mitigation Survey – Example Results

Business Mitigation Survey

A Business Mitigation survey was posted on Get Involved Kingston on February 17, 2021 and closed on March 17, 2021. Businesses could complete the survey by phone and in writing if they chose to do so. The purpose of the Business Mitigation Survey was to help the CLP Leadership Team how the City can better support emissions reduction efforts, through identifying what barriers businesses may currently face, the types of programs that would provide businesses with the support they need and where businesses believe the City should focus its climate action efforts to achieve the greatest impact. The survey also provided an opportunity for businesses to submit general feedback on the CLP. The survey included 23 questions and was divided into three sections, as follows:

- Section 1 - Emission Reductions by Sector
- Section 2 - Climate Action Priorities
- Section 3 – Tell Us About Yourself

There were 14 respondents to the survey. A total of 92.9% of respondents' business employed fewer than 50 employees, while 7.1% of respondents employed more than 100 employees. The following provides a brief summary of the survey results. The detailed results of the Business Mitigation survey are provided in Appendix D.

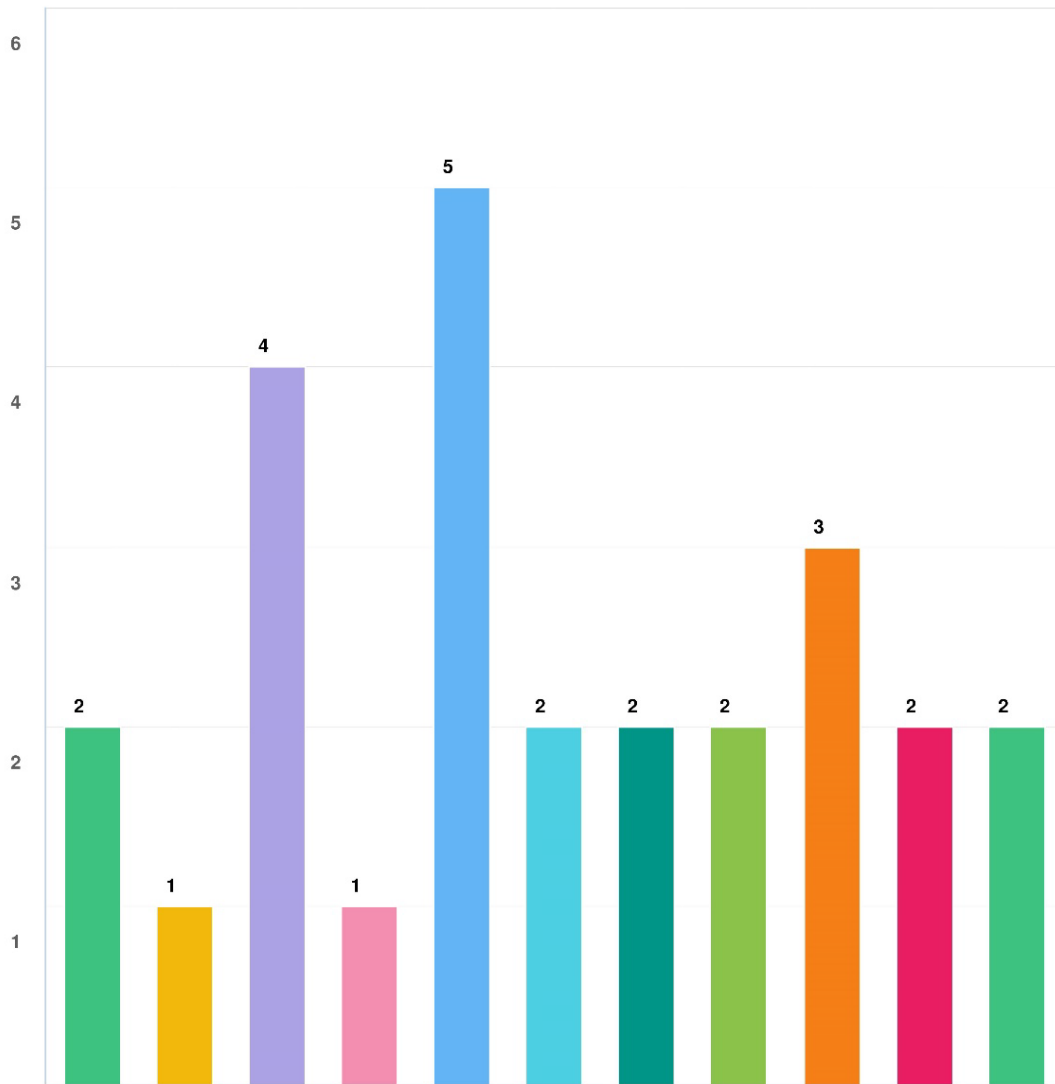
When asked to provide which sector their business could have the biggest impact on reducing GHG emissions, respondents indicated the following:

- 4 respondents indicated that their business could have the biggest impact on the buildings sector in reducing GHG emissions;
- 4 indicated that their business could have the biggest impact on the waste sector in reducing GHG emissions;
- 3 indicated that their business could have the biggest impact on the transportation sector in reducing GHG emissions;
- 1 indicated that their business could have the biggest impact on the agricultural sector in reducing GHG emissions; and
- 2 respondents were unsure.

The respondents were also asked to rank their top four options to indicate how the City could best support their business to reduce GHG emissions. The number one response was, increasing access to financial incentive programs such as low interest loans for energy efficient retrofits of existing buildings.

The respondents were asked to list which waste initiatives their company would like to implement within the next three years. The results are illustrated in Figure 5. The most ranked response was switching to products and practices that produce less waste. The second most ranked response was to expand or create a recycling program.

Which of the following waste initiatives would your company like to implement within the next three years? Select all that apply.



Question options

- Conduct a waste audit
- Expand or create an organic/food waste diversion program
- Expand or create a recycling program
- Adopt waste reduction policies (e.g. going "paperless")
- Switch to products and practices that produce less waste
- Install low flow fixtures
- Collect alternative sources of water (e.g. rainwater)
- Participate in programs to generate energy from waste or wastewater
- None currently
- Unsure
- Other (please specify)

Figure 5: Business Mitigation Survey – Example Results

Coffee Conversations

The City of Kingston hosted one-on-one virtual Coffee Conversations with key sector leaders and stakeholders to fill knowledge gaps and inform the actions of the CLP. The Coffee Conversations included discussions with eight leaders in the Energy & Buildings sector to discuss renewable energy generation and storage and thirteen leaders in the Food and Forestry sector to discuss local food. The Coffee Conversations were held virtually due to COVID-19 restrictions.

Participants were encouraged to share their Climate Action Story to share they have been involved in and how they have been implemented. The following provides a summary of feedback received during the Energy & Buildings and Food and Forestry conversations. The details of each conversation are provided in Appendix E.

Energy & Buildings

Each conversation consisted of six questions related to existing energy and building initiatives and identification on how initiatives can be improved.

Participants provided their insights on the following topics:

- If their organization is prepared to switch to 100% renewable energy in the long-term (within 20 years);
- Best practices on electricity generation or renewable energy projects from other municipalities (nationally and internationally) that they would like to see implemented in Kingston;
- Making renewable electricity and generation more appealing to small suppliers, contractors and the public; and
- Ways that Kingston can best inform the community of available resources.

Food and Forestry

Each conversation consisted of seven questions related to existing food and forestry initiatives and identification on how initiatives can be improved.

Participants provided their insights on the following topics:

- Changes being made to rely more on the local food system and to be more self-sufficient;
- Local food system self-sufficiency best practices from other municipalities, locally or internationally, that they would like to see implemented in the Kingston Area;

- Ideas to best inform the community of available resources to help foster local food system self-sufficiency;
- Making procurement of local food more appealing to small grocers/retailers;
- Making local food consumption more appealing to the public (e.g. access, price, branding, marketing); and
- Ideas of how we can track increased consumption of local food (e.g. annual data source – monitoring success and tracking)

The feedback received was used to inform the development of implementation plans for the food and forestry thematic area as part of the CLP development.

Online Public Open House

An online Public Open House (POH) was hosted online via Zoom on September 29, 2021 from 6:00 pm to 7:30 pm. The purpose of the POH was to share highlights from the CLP, outline the implementation of the CLP and answer any questions. Sixty-six participants registered to participate in the event. The POH was also livestreamed on YouTube, with the posted on YouTube after the event (<https://www.youtube.com/watch?v=ASE-DQFfcwY>). As of the writing of this report, there have been 50 views of the recording. Advertisements were placed on local radio stations, an email blast was sent to stakeholders and notices were placed on the City's social media pages and Get Involved Kingston to inform the public of the POH.

As part of the POH, the CLP Leadership Team presented the following:

- An overview of CLP objectives for each thematic area (transportation, buildings and energy, food and forestry, waste, and adaptation);
- An overview of plan monitoring and implementation tools; and
- Next steps in the CLP process.
- The presentation was followed by a question and answer period and four Mentimeter activity questions.

During the question and answer period, participants inquired about what programs are currently in place to help reduce transportation emissions and improve the transportation system to reduce car dependence. The City cited its Active Transportation Master Plan and other initiatives by Kingston Transit to use biodiesel for buses. Participants also inquired about potential risks with biodiesel, such as freezing in winter. City staff indicated that these inquiries will be passed along to the City's transportation team to address these inquiries.

Several questions were asked around the City's new biogas plant and how renewable natural gas could be used to reduce emissions. Information was provided about the carbon neutrality of biogas and benefits of producing this renewable energy source using local organic waste. In addition, participants were generally excited about the new biogas plant as an opportunity to reduce emissions and generate renewable energy locally.

Participants inquired about the potential cost impacts of changing to electricity as a power source for homes and cars, including how could afford this change and if upgrades to home electrical services would be needed. The City of Kingston indicated that switching to electricity as a power source for a vehicle is significantly cheaper and the cost for 100 km of gas.

Participants also inquired about the role of large companies and the industrial sector in reducing emissions. The City responded that many large emitters in Kingston were part of the mitigation technical team and have their own plans in place to reduce emissions. WSP highlighted some actions in the plan that also encourage companies to track and reduce emissions.

Participants also provided input and ideas on how to improve the vibrancy of the local food system (Objective 9 in the CLP), including protection for bees and the benefits of plant based diets.

The question period was followed by a four question Mentimeter activity. Summaries of participant responses are provided below. The full results of the Mentimeter activity as well as the question and answer period are provided in Appendix F.

Question 1: What are some opportunities to support implementation and buy-in for the CLP?

- Funding and incentives e.g., rebates, tax breaks, grants
- Enforcing policies for emissions reduction
- Education campaigns on CLP progress, education for developers, campaigns to explain how the CLP will be implemented
- Local champions

An example of responses to Question 1 is provided in Figure 6.

What are some opportunities to support implementation and buy-in for the Climate Leadership Plan (CLP)?



Figure 6: Online Public Open House - Mentimeter Activity Results

Question 2: What are some challenges that could impact implementation and buy-in for the CLP?

- Financial constraints, especially due to COVID
- Resistance to change
- Competing priorities
- Lack of enforcement of climate policies
- Lack of urgency of climate emergency

Question 3: What are the key messages that should be communicated about the CLP?

- The climate emergency requires urgency
- Small changes have a big impact
- Be clear on the danger of the situation
- Provide science-based evidence
- Clear info on the impact of each action and how the public and building owners can access resources for emissions reduction
- Transparency on the costs
- Progress updates
- Positive messaging that we can do it together

Question 4: What does success of the CLP look like for you?

- Kingston is ahead of its emission reduction targets and implementation of the CLP by 2030
- Kingston is recognized for successfully implementing the Plan
- Meeting or exceeding targets
- Continued alignment with federal goals
- Zero emissions
- Cleaner air
- More cycling infrastructure
- Protected natural areas and green spaces
- Support from residents for implementation
- Economic growth that is sustainable
- That the plan results not only in carbon neutrality, but also a vibrant community

Analysis

The following feedback from the POH was incorporated into the final version of the CLP:

- Clarified the definition and emissions associated with biogas and biodiesel
- Clarified total emissions reduction associated with the actions in the CLP

Market Square Pop Up Event

In addition to the online POH, the City posted display panels in Market Square with information bites about the CLP. Members of the City's Climate Leadership Division hosted a two day pop up in Market Square during the farmers market to answer questions about the climate leadership plan (Figure 7).

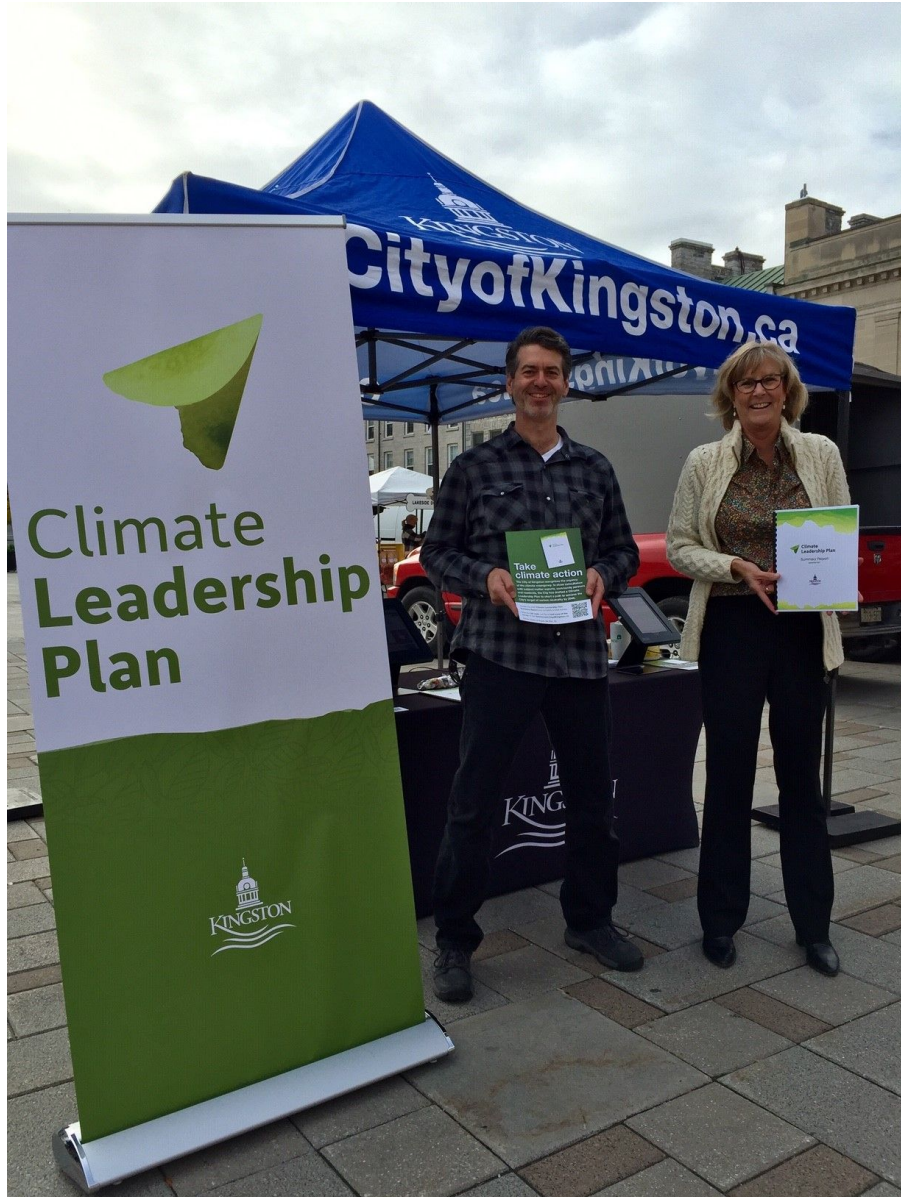


Figure 7: City Climate Leadership Division Staff at Market Square Pop Up Event

CLP Summary Report Survey

A Draft Climate Leadership Plan Feedback survey was posted on Get Involved Kingston on September 23, 2021 and closed on October 13, 2021. The survey could also be completed by phone and in writing. The purpose of the survey was to gather feedback on the draft Summary Report for the CLP. The survey was designed to help the CLP Leadership Team understand the community's level of support for each CLP objective and identify concerns, ideas and opportunities for implementation. There was also an opportunity for residents to submit general feedback and share opinions on the overall Climate Leadership Plan. The survey was broken into three main sections.

Section 1: Feedback on the CLP objectives. The ten main objectives of the CLP were listed in the survey. Respondents were asked to rank their level of support for each objective (from strongly disagree to strongly agree). Respondents were also asked to provide additional comments to help us better understand their perspective on each objective.

Section 2: Opportunities and barriers to implementation. While the CLP suggests ways that the City can reduce emissions and plan for climate change impacts, the broader community also has a role to play. Respondents were asked to share their thoughts on opportunities and potential challenges to community implementation of the CLP by answering the following questions:

- What opportunities are there to encourage community uptake and buy-in?
- What challenges may discourage community uptake and buy-in? How can these be avoided?
- Respondents were asked to provide any additional feedback for the project team.

The following provides a summary of response received for all three section. The full results of the survey are provided in Appendix G.

Section 1 Survey Response Summary

Objective 1: Accelerate Local Production Of Renewable and Low Carbon Energy and Energy Storage.

Survey results show that 63.4% strongly agreed with this objective, 24% agreed, and 7.1% were neutral, as illustrated in Figure 8. Approximately 5% disagreed or strongly disagreed with the objective. This objective had the highest amount of support of all objectives. A summary of the feedback is provided below:

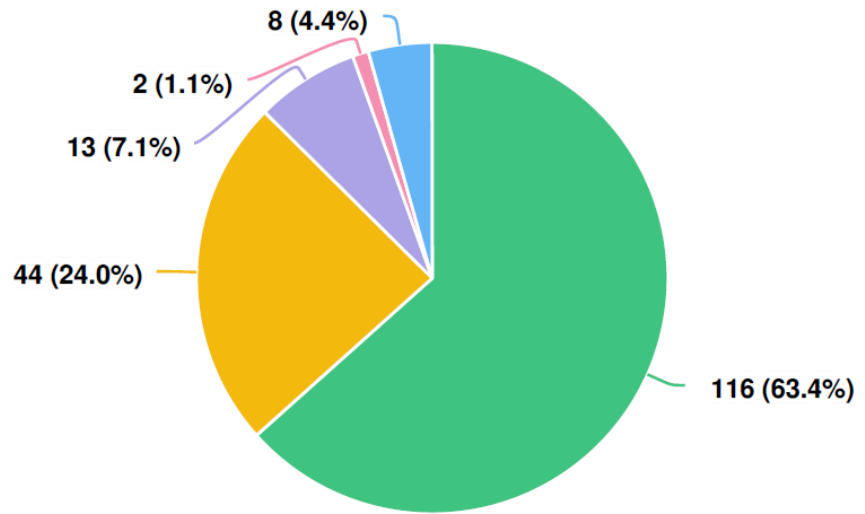
Support for the objective:

- Strong support for locally produced renewable energy, especially solar energy generation and storage

Key ideas related to the objective:

- Local renewable energy should benefit residents (e.g., through net metering)
- Renewable energy requirements should be implemented for new buildings
- Strong interest in green roofs and increasing requirements for green roofs on new construction
- Main challenges with the objective

- Concern about emissions reduction actions for existing buildings, not only new building projects



Question options

● Strongly agree
 ● Agree
 ● Neutral
 ● Disagree
 ● Strongly disagree

Figure 8: Survey Respondent Agreement with Objective 1

Objective 2: Support Kingston residents to invest in low carbon retrofits for their homes.

Survey results show that 54.6% strongly agreed, 26.2% agreed with this objective, and 10.9% were neutral. Approximately 7% disagreed or strongly disagreed with the objective. A summary of the feedback is provided below:

Support for the objective:

- This objective was seen as helpful and positive from many respondents.

Key ideas related to the objective:

- Group purchasing of renewable energy would help lower installation costs.
- Combined with federal incentives, retrofits would be even more appealing. Also important to advertise other types of incentives that are not provided by the city.

- Public education is key, for example demonstration homes (like those at Queen's).
- Support for low income residents is very important to reduce energy poverty. Incentives and grants could be provided to low income households.
- Additional encouragement is needed for landlords to implement retrofit programs for multi-unit homes in addition to other changes that would lead to energy savings (improving insulation, etc.).

Main challenges:

- People are not aware of the benefits of retrofits (e.g. installing solar panels)
- Residents have invested in small retrofits and are interested in scaling up to bigger retrofits, (e.g. solar) but the costs are too high
- Hard to determine the best approach for retrofits (e.g. selecting equipment and tradespeople)
- Strong indication retrofits are seen as beyond the financial means of residents
- Lack of options for retrofitting for renters, and homeowners that have basement tenants.

Objective 3: Partner with Kingston businesses to retrofit and fuel-switch existing commercial buildings.

Survey results show that 52.5% strongly agreed, 30.1% agreed with this objective, and 9.8% were neutral. Approximately 7% disagreed or strongly disagreed with the objective. A summary of the feedback is provided below:

Support for the objective:

- This objective is positive and very important
- Retrofits for commercial uses will support energy production Objective 1 and will demonstrate the city's commitment to climate leadership.
- This action will further reduce the amount of natural gas used in the city

Key ideas related to the objective:

- Facilitation of B2B partnership synergies rather than grant funding (or similar) direct fund release from City to businesses.
- Targeted efforts for the ICI sectors, as education tools are not strong drivers

- Businesses need support to recover from COVID-19, sustainability should be part of how the community supports its local economy

Main challenges:

- Some respondents felt that the private sector should use its own funds to retrofit buildings and reduce emissions, or that provincial and federal funding should be provided – meaning it should not be the City’s responsibility. Other respondents felt that support from the City would be very impactful and would lead to fruitful partnerships.
- Some respondents were looking for further details on the specific businesses Kingston will partner with. Fear of commercial property owners benefiting from incentives instead of homeowners.
- It will be challenging to get businesses to transition away from natural gas.

Objective 4: Make all municipal facilities Net Zero Energy by 2040 where feasible, and work with all levels of government to reduce emissions from other publicly owned buildings.

Survey results show that 61.2% strongly agreed, 21.9% agreed with this objective, and 8.7% were neutral. Approximately 7% disagreed or strongly disagreed with the objective. A summary of the feedback is provided below:

Support for the objective:

- Very strong support for this objective
- “Absolutely minimum standard expected from municipal buildings.”
- Many respondents indicated that this objective should be done by 2030

Key ideas related to the objective:

- Strong interest in solar roofs on existing and new city facilities to maximize solar energy as a way to demonstrate to residents and businesses how it can be done.
- Education on how retrofits are done will also be important
- Off site generation and virtual net metering are opportunities

Main challenges:

- Concern about loss of heritage buildings for retrofits
- Concerned that the timeline for retrofits is not fast enough
- Concern about facilities that might not get retrofitted to be net zero (referring to “where feasible” in the objective language)

Objective 5: Advance the adoption of net zero ready new construction ahead of the release of requirements expected in national building and energy codes in 2030.

Survey results show that 59.9% strongly agreed, 24% agreed with this objective, and 9.3% were neutral. Approximately 7% disagreed or strongly disagreed with the objective. A summary of the feedback is provided below:

Support for the objective:

- Objective 5 had exceptionally high support and was identified as one of the paramount objectives by respondents
- “I think this is paramount: there needs to be an acceleration of standard setting so that new buildings in Kingston are constructed for 2040 net zero goals, rather than built according to the status quo, locking in higher emissions and lower efficiency. So, yes, please up the standards sooner rather than later: this is absolutely key to meeting 2040 goals.”
- “Don't wait for provincial or federal governments -- do the right thing and adopt policies on a municipal level and be a leader. We will be an envious community for doing so.”

Key ideas related to the objective:

- Need stronger standards for developers
- The design policy enhancements for mid-rise and tall buildings should be paralleled with similar expectations for low-rise buildings.
- Approval of new building developments should be contingent on or strongly reward integrating low carbon design features
- In the interim, incentivize developers to go beyond the code by expediting the permitting process for green builds
- Tax breaks for solar panels on buildings
- Requirements for sustainable, low carbon building materials

- Expand requirements beyond buildings, e.g., road works should be done as low carbon as possible

Main challenges:

- Cost of net zero construction
- Concern that more strict building codes could deter development and economic growth

Objective 6: Produce renewable natural gas locally from waste sources and encourage adoption of other low carbon fuels.

Survey results show that 41.5% strongly agreed, 38.3% agreed with this objective, and 13.1% were neutral. Approximately 6% disagreed or strongly disagreed with the objective. A summary of the feedback is provided below:

Support for the objective:

- Strong interest in learning more about renewable natural gas
- Support for locally generated renewable energy

Key ideas related to the objective:

- The city could partner with business and educational facilities to share the costs and help with job creation, and training for those jobs.
- Public education is needed so that organic waste won't be contaminated by other materials.
- Interest in forming a consortium to partner in support of the objective
- "If Toronto Zoo can do it, then Kingston can. RNG is the way for the future. Kingston should collaborate with Loyalist Township and other townships to build a facility that would work for the entire local community (including dairy farmers, et al)."
- Apartments and condos should be required to participate in the Green Bin program

Main challenges:

- Concern about reliance on Green Bin program for feedstock
- Concern about the promotion of biogas leading to continued use of natural gas (through existing hookups)
- Concern about GHG emissions from garbage trucks

Objective 7: Continue to develop active transportation connections and foster the development of public transit options to encourage a shift to sustainable modes and a reduced reliance on personal vehicles.

Survey results show that 69.9% strongly agreed, 16.9% agreed with this objective, and 6.6% were neutral. Approximately 5% disagreed or strongly disagreed with the objective. This objective had the second highest amount of support of all objectives. A summary of the feedback is provided below:

Support for the objective:

- Very strong support for this objective
- Strong interest in expanding active transportation
- Good for community and environment

Key ideas related to the objective:

- Stronger requirements for pedestrian and active transportation infrastructure e.g. sidewalks, cycle paths for developers
- Strong sense of a need for investment in safe cycling infrastructure e.g. protected bike lanes, mass storage/locker facilities for bikes
- Land use policy to encourage active transportation infrastructure
- Support for increased parking prices
- Support for free transit

Main challenges:

- Concerns Kingston is too spread out to allow for successful cycling network
- Unsafe roads will deter people from cycling
- Not enough bus access to encourage the switch to public transit

Objective 8: Transition to electric – and renewably – powered personal, municipal, and commercial motorized vehicles.

Survey results show that 62.3% strongly agreed, 23% agreed with this objective, and 6% were neutral. Approximately 8% disagreed or strongly disagreed with the objective. A summary of the feedback is provided below:

Support for the objective:

- General support for electric vehicles

- “City should continue to be brave and expand this widely”
- “Advocating for sales of gas cars to end it excellent and should begin as soon as possible.”

Key ideas related to the objective:

- Assistance for homeowners to get home charging stations for electric vehicles
- Need for expanding to fast charging stations
- Need for school bus conversions
- Parking incentives e.g., free parking Fridays for EV’s, City could provide free EV parking spaces
- Require landlords to provide car charging spaces for tenants
- Interest in light rail as a mass transit solution

Main challenges:

- Concern about increasing private vehicle ownership, even if electric
- Concern about the emissions, environmental and social impacts of increased battery production and disposal
- Urge for provincial and federal support for this objective, not municipal

Objective 9: Improve the vibrancy of the local food system to help reduce dependence on high carbon imported food.

Survey results show that 65.6% strongly agreed, 20.8% agreed with this objective, and 7.7% were neutral. Approximately 11% disagreed or strongly disagreed with the objective. A summary of the feedback is provided below:

Support for the objective:

- Strong support for improved local food system, more opportunities for urban farming, and support for the farming community

Key ideas related to the objective:

- More land for urban farms and community gardens e.g., Rockwood Asylum or expanding Oak Street Garden
- Increase protection for tree canopy
- Increase tree planting including edible fruit trees

- More support for local food distribution and farmers markets
- Support for farmers is important e.g., subsidies to allow for more variety for urban gardens
- Promote and offer incentives to local farmers and expand mentoring programs for younger farmers.
- Increase community gardens.
- Increase tree planting and add more Little Forests.
- Continue to focus on decreasing poverty - support national government to provide a basic income so people can buy from the local farmers, which are sometimes more expensive.
- Encourage farmer's markets and other programs for connecting the community to its food providers
- Allow rooftop gardens and lawn gardens
- Encourage seed sharing
- Allow the installation of greenhouses on residential properties
- Incentivize greenhouses, water recycling, vertical farming, water storage
- Promote the updated food guide, promote local plant-based restaurants, encourage local farms to grow a diversity of crops rather than animals, and institute more plant-based options in their own facilities for employees.

Main challenges:

- Cost concerns around growing and buying local good
- Need stronger support for plant based diets
- Local food projects need to address affordability of food and food security

Objective 10: Proactively manage climate-related impacts to critical municipal infrastructure and services, and support community organizations in assessing and reducing climate risks.

Survey results show that 51.9% strongly agreed, 26.2% agreed with this objective, and 16.4% were neutral. Approximately 5% disagreed or strongly disagreed with the objective. A summary of the feedback is provided below:

Support for the objective:

- Support for adapting to climate change and reducing risk for impacts such as flooding
- Support for increasing tree planting to build social and ecological resilience

Key ideas related to the objective:

- Increased protection of wetlands from development
- Flood plain mapping in partnership with conservation authorities to inform planning and development
- Educate residents on flood risks and financial incentives to reduce flood risk
- Plant diverse and resilient tree and plant species

Main challenges:

- Interest in seeing more adaptation actions
- Concern with seeing opportunities associated with climate change, such as longer construction season and summer recreation and tourism season

Section 2 Survey Response Summary

What opportunities are there to encourage community uptake and buy-in?

- Financial incentives
- Leadership by example. Educate the community on demonstrated methods that work, such as pilots and incentives to reward behaviour and show the benefits of mitigation
- Friendly competition among restaurants for local food for example
- Demonstrate ease and effectiveness of measures by those already making changes, especially for those situated in the same geographical neighbourhood.
- Connect community with accessible, reliable, trustworthy experts to assist with decision-making
- Involve the community in the design of programs
- “Buy-in happens when the community feels like they are actually being heard, not just consulted in a box-ticking exercise.”
- “Short term goals - I would like to see more short-term goals so we can be informed and understand what is happening on how we are moving forward.

Engaging the public through farmers market initiatives, biking incentives, active transportation elements, free buses can allow people to see and understand how they are making a difference by their choices.”

- Emphasize co-benefits of taking the actions, such as that any such investment is likely to be create more jobs, and that these will be on a sustainable basis, than how many are lost as older forms of technology are phased out.
- The plan needs to focus on equity.

What challenges may discourage community uptake and buy-in? How can these be avoided?

- Offsetting not the true solution to get to net zero
- Need support for low income, renters, unhoused
- Cost of actions
- Concern about tax dollars
- Lack of information
- Convenience
- Support from other levels of government
- Indifference
- Habits (e.g. driving)
- Conflicting interests e.g. sprawl
- People who don't feel safe biking
- Lack of urgency
- Lack of resources
- Not wanting to feel that the onus is on the individual
- “I think community members will be discouraged if they feel they are the only ones making any change. It is difficult to spend money on significant retrofits and updates if your neighbours are doing nothing. Ideally the city can get nearly everyone involved in changes, so no one feels like they are the only participant. A friendly neighbourhood competition wouldn't be bad for our city's fight against climate change.”

Additional feedback on the Climate Leadership Plan:

- Very strong support for the overall objectives of the Climate Leadership Plan
- Strong sense of urgency to implement the actions in the CLP
- Emphasis on the need for support for low income population
- Would like to see plant based food added
- Transformation of land use is necessary to reduce emissions. Development that increases the need for car dependency works against the concepts in the Climate Leadership Plan.
- Interest in seeing more actions on nature based solutions, green roofs, biodiversity initiatives
- Interest in seeing the detailed commitments to reduce emissions and when actions are needed
- Desire to see green infrastructure included in the plan
- Action should be more urgent than 2040
- Need federal and provincial leadership

Quotes include:

“I am very happy to live in a city that is formally tackling the challenges of climate change without waiting for the province or federal governments to make changes. The city must play a role in big, difficult changes and promote the best paths forward. Overall I am quite happy and supportive of this summary report.”

“We declared a climate emergency and it is. SO let's do this now.”

“Overall, this document is terrific and I’m so pleased that Kingston is jumping in with both feet. We have to do this now. It gives me so much hope to see Kingston leading the way to a cleaner future. Now we need to get everyone on board and doing what we can. Thank you for the opportunity to comment.”

“I am very excited to hear that programs are being considered and hope to help be part of the solutions. One of the reasons I moved to Kingston last year was its vision to be Canada's most sustainable city. I would very much like to be part of that movement. Thank you.”

“There needs to be funding for people to be able to take part in these initiatives. There needs to be every effort in making these projects and outcomes as accessible as possible. Public education on the projects, and ongoing updates are key in involving the community and the public in these efforts.”

“I think the omission of any discussion around plant-based foods is disappointing and would like to see that revised. Retrofits should follow the data and target the major emissions sources. I hope that details of this program will not allow for financial support of gas-based heating solutions. The city can also play a role in helping residents understand that emission reductions through electrification (such as purchasing a heat pump) are much more effective than local renewable generation (such as rooftop PV) given our relatively low-carbon grid.”

Additional Feedback Provided Via Email

In addition to the survey on Get Involved, additional feedback on the draft Climate Leadership Plan was also received through email. This feedback included:

Emissions Reduction Clarification

- Request for details on emissions reduced through the actions in the CLP compared to the business as planned actions
- Concern about the increased emissions resulting from electricity grid demand in Ontario
- Request for detailed breakdown of emissions reduction, which is available in the full CLP.

Burying Hydro lines

- Suggestion for City to consider burying hydro infrastructure underground to reduce climate risks.

Methane Capture

- Recommendation for City to methane gas capture at landfills and potential connections to the new biogas plant.

Green Burials

- Suggestion for Kingston to investigate opportunities for Green Burials. City Council has required City staff to investigate local possibilities and sites and will respond in Q4.

Analysis

Feedback received on the Draft Climate Leadership Plan Summary Report was incorporated into the final reviews of the Climate Leadership Plan. Specific recommendations from the community that were incorporated in the CLP include:

- Emphasizing initiatives in making local food consumption more appealing to the public (e.g. access, price, branding, marketing)

- Recommendations with details on how to track increased consumption of local food (e.g. annual data source – monitoring success and tracking)
- Addition of green infrastructure and nature based solutions such as green roofs in the adaptation section of the CLP
- Further clarity added on facilities emissions reductions measures and interim goals and achievements that may occur before 2040
- Inclusion of Council’s commitment to explore green burials in Kingston by 2022 (in text for Action 1.4 of the CLP)
- Clarity around opportunities associated with warmer temperatures
- Additional adaptation recommendation to consider burying infrastructure
- Further emphasis on planned and possible future incentives and education tools for residents, businesses, and industrial sectors for retrofitting and decreasing emissions

Stakeholder Feedback

This section describes feedback received from the Mitigation Technical Team, Adaptation Technical Team and Community Advisory Group.

Mitigation Technical Team

Three MTT meetings were held over the course of the CLP development. A summary of the meeting and feedback received are provided below. The Agendas for each of the meetings are provided in Appendix H.

Preliminary Scenario Planning - Meeting #1

The first MTT meeting was held on July 22, 2020 to review preliminary emissions modelling by sector, to collect feedback on Kingston's current community initiatives and to identify any new initiatives to bridge the gap to carbon neutrality by 2040. The meeting was held on Microsoft Teams and included attendees participating in an interactive platform, Mural, to provide their feedback relating to Opportunities, Barriers, Data Sources, and Initiatives for each scenario presented (Business as Planned, Stretch Scenario and Aggressive Scenario). A short discussion was held on each sector; however, due to timing constraints, participants were asked to provide written comments for the CLP Leadership Team to address and consider after the session.

The following provides a brief summary of feedback received during the Mural activity. A copy of the activity is provided in Appendix H.

Waste

Existing Initiatives

- It was noted that the Biogas Master Plan is under development and should be incorporated once the draft is released for public consultation. Additional comments noted that biogas supply is an opportunity to reduce GHGs, as is using biogas to produce hydrogen with carbon capture.

New Initiatives

- Participants noted that increased Green Bin diversion should be creatively supported and incentivized, including consideration of an organic waste ban.
- There was significant interest in tracking Industrial, Commercial or Institutional (ICI) waste (including organic waste as a biogas feedstock) and developing associated ICI waste reduction programs.

- A recommendation was provided to develop water conservation programs for both residential and commercial users as an opportunity to reduce wastewater volume.
- There was a suggestion to explore thermal depolymerization for wet waste processing.
- There was a suggestion to incorporate agricultural waste as a biogas feedstock.
- There was a suggestion to promote food rescue practices.

Food and Forestry

Existing Initiatives

- There was a discussion of how to monitor local food consumption, including group ICI programs for local food buying (joint benefit of incentivizing local food and providing a tracking process). Other suggestions included engaging with the Federation of Agriculture or Queen's on monitoring processes, and Business Improvement Association (BIA)/Chamber of Commerce to support local food businesses.

New Initiatives

- There were suggestions to explore programs related to plant-based eating, vertical farming and food forests, bio-char production, urban and rural residential tree planting programs, centralized manure management for bio-gas and soil amendment, and naturalization of City-owned grassed spaces including medians.
- There was a comment that an update of zoning and business licensing restrictions should be considered
- There was a discussion on spreading rock dust on fields as a method of carbon drawdown, and an associated offer to research technical data on carbon sequestering.
- There was also a discussion on carbon farming movement, which could be linked to the community carbon marketplace.

Transportation

Existing Initiatives

- There was a comment that subdivision design guidelines should require L2 EV chargers.

New Initiatives

- There was a suggestion to develop a co-op program for EV delivery vans for local food, including charging stations supported by the City (noted under Food and Forestry).
- There was a suggestion to consider Light Rail Transit.
- There was support for consideration of commercial fleets, including shared commercial EV charging infrastructure and EV school bus fleets (including Tri-Board financial incentives for EV buses or disincentives for diesel buses).
- There were suggestions related to the expansion of EV charging infrastructure, including Kingston Hydro program for at-cost installation in exchange for data-sharing and a development charge discount for L2 installation in garage spaces.
- There was a suggestion to convert the solid waste collection fleet to EV.
- There was support for land use planning strategies such as pedestrian priority streets, intensification, mixed use development, and maintenance of the current development boundary.
- There was a comment on the potential for automated vehicles to encourage active transportation and transit.

Buildings

Existing Initiatives

- There was support for incentivizing up-front retrofit costs through Local Improvement Charge (LIC) mechanisms.
- There was support for density as a method to reduce building emissions in addition to transportation, and a suggestion to combine modelling of these initiatives across sectors.

New Initiatives

- There was a suggestion to support renewable energy production through utility model and virtual net-metering for rooftop solar.
- There was a suggestion to explore district energy via existing subdivision natural gas distribution systems and rights of way.
- There was a suggestion to consider small modular nuclear reactors.
- There was a suggestion for energy as a service (i.e. contracts for indoor temperature) with utility ownership of building energy systems.

Actions - Meeting #2

The second MTT meeting was held on October 20, 2020 to provide an update on the CLP development, including a detailed inventory of emissions across sectors and updated modelling results, and to further refine actions to reduce emissions. The meeting was held on Microsoft Teams and included attendees participating in an interactive platform, Mentimeter, to provide their feedback on identifying opportunities to reduce emissions, particularly in the building sector.

The meeting also included guest presentations from Team members to present the status of current initiatives being undertaken to reduce emissions in the building sector. Team members from the following organizations provided a presentation: CFB Kingston, INVISTA, Utilities Kingston, and the City of Kingston Buildings and Planning departments.

Participants were asked to participate in a Mentimeter poll to determine how recent changes due to the COVID-19 crisis are impacting and expected to impact commuting trends, and to determine what are regarded as the most significant priorities for City programs to reduce GHG emissions. An example of the Mentimeter poll is provided in Figure 9 and Figure 10. The full results of the Mentimeter poll are provided in Appendix H.

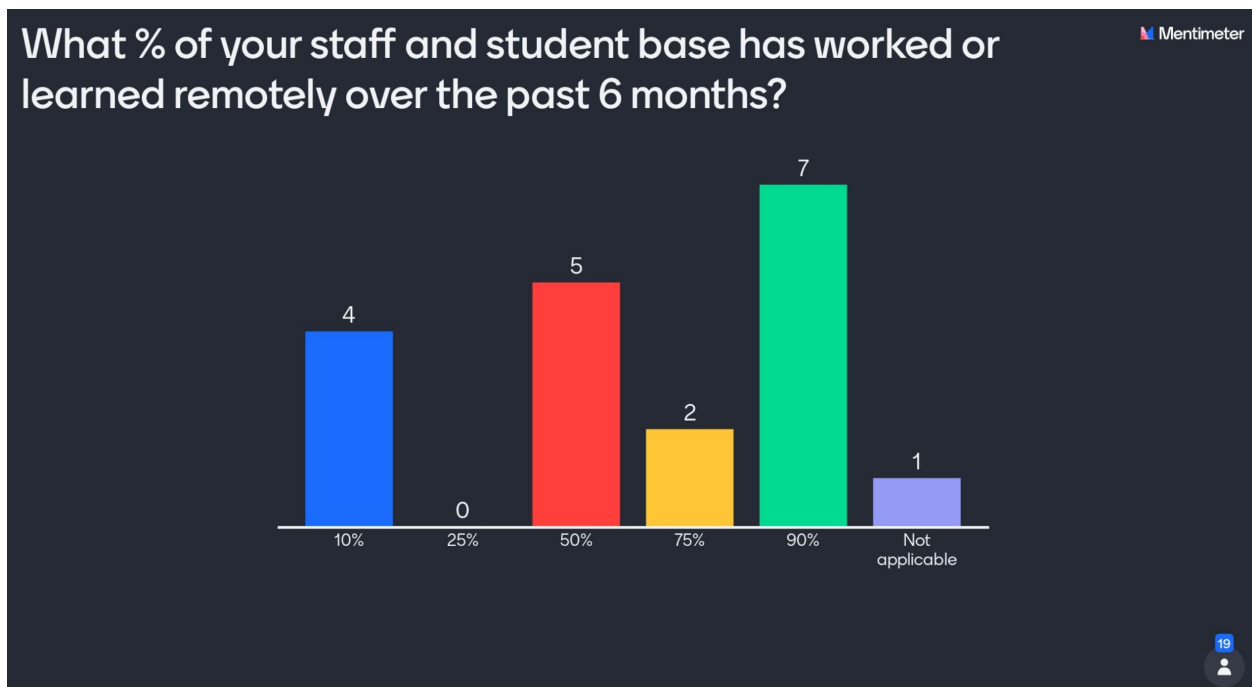


Figure 9: Mitigation Technical Team Meeting #2 - Mentimeter Poll Results

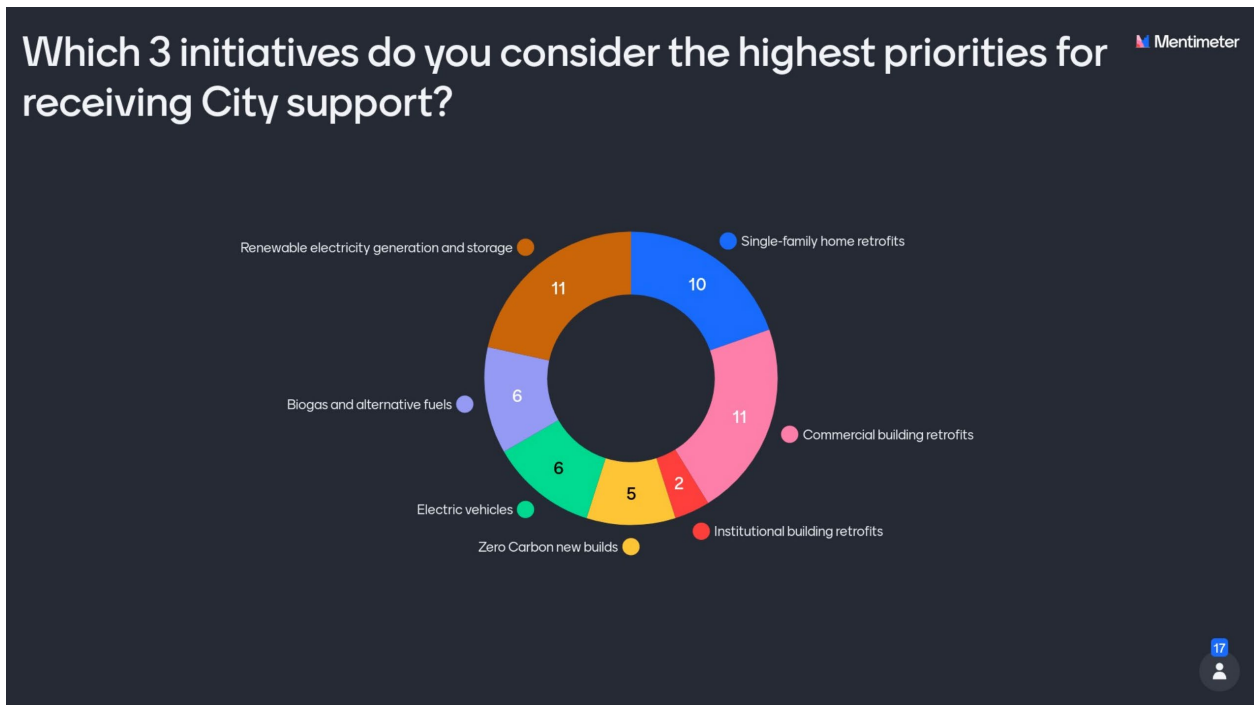


Figure 10: Mitigation Technical Team Meeting #2 - Mentimeter Poll Results

Implementation - Meeting #3

The third MTT meeting was held on May 18, 2021 to provide an overview of Kingston’s Current Carbon Reduction Pathway and to discuss implementation of objectives relating to Reducing Car Dependence, Local Food, and Clean Energy. The meeting was held on Microsoft Teams and included three break out rooms and a Question & Answer period to discuss how the City and stakeholders could work to implement some of the draft actions identified in the meeting.

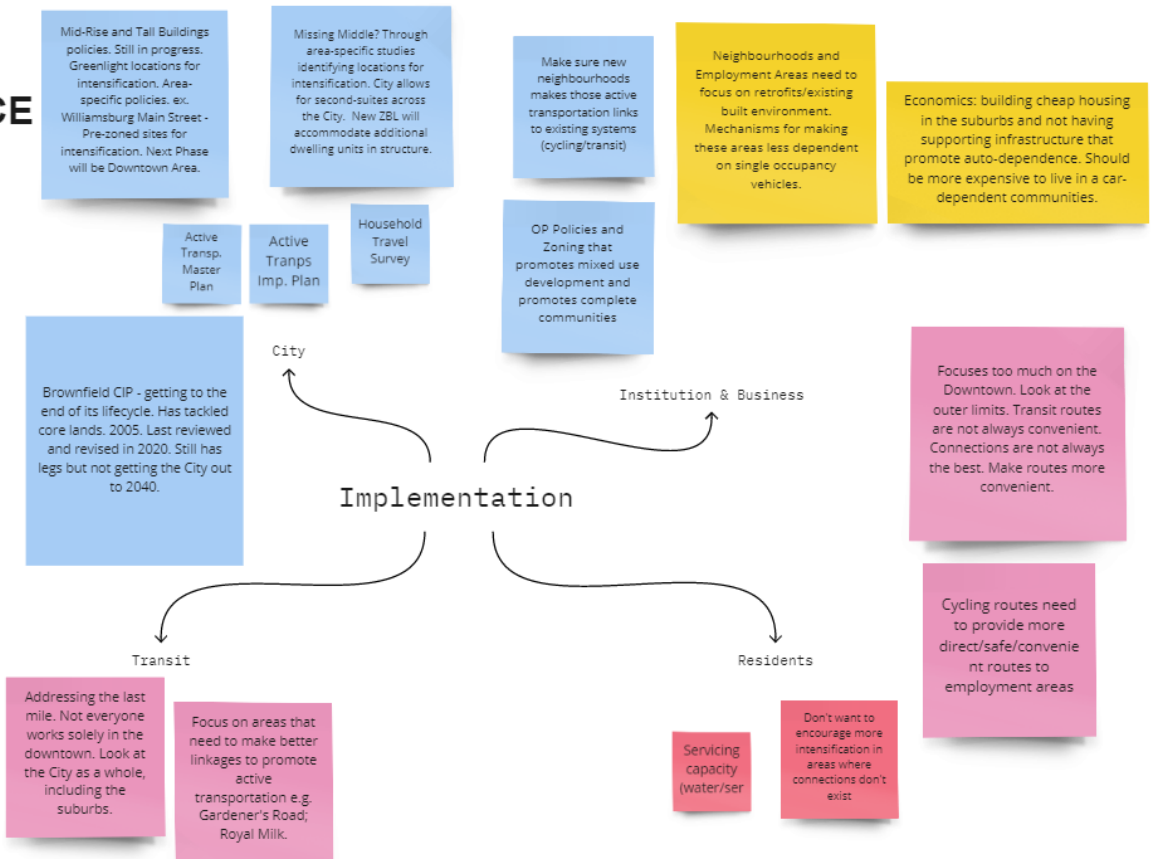
Ideas for programs, financing and implementation measures were discussed in each group. Each group was facilitated by a Project Team member. The breakout rooms included Miro activities for participants to include their feedback. An example of the feedback received during the breakout rooms are provided in Figure 11 and Figure 12. The full results of the Mural activity are provided in Appendix H.

REDUCE CAR DEPENDENCE

Change action to "Develop policies and by-laws"

Develop bylaws that ensure that the majority of residential new construction will be located in dense, walkable locations that are well connected to transit.

Promote 15 minute city concepts, including targeted rezoning that allows appropriately located commercial areas and denser residential development within existing neighbourhoods.

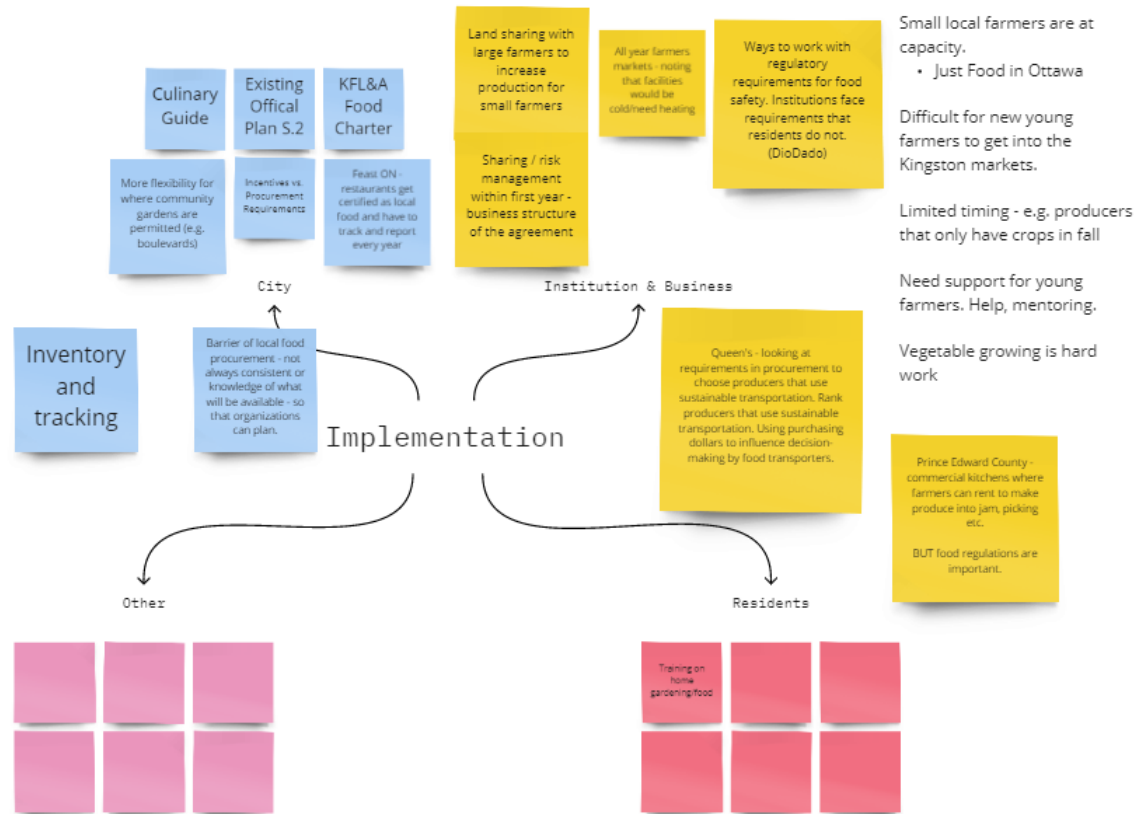


One thing I just wanted to mention, re: removing barriers to entering agriculture (as it's very difficult to enter the ag industry, if it's not through succession); Could a group like KEDCO have a program to help people interested in farming enter the business?

LOCAL FOOD

Increase capacity for local food production through community gardens and apiaries, edible landscaping (e.g., fruit trees, edible plants), food forests and/ or farms in parks and public lands, and facilitate access to training and workshops through recreation centres and community partners.

Reduce emissions from transportation of food by developing an electric delivery van sharing program.



POTENTIAL PARTNERS:

Food Policy Council, Loving Spoonful/Grow A Row Program, Kingston Community Gardens Network, Kingston Area Seed System Initiative, 1000 Islands Master Gardeners, Urban Agriculture Kingston, Main Street Urban Farms, Modern Locavore, United Way, Good Food Organization

Figure 12: Mitigation Technical Team Meeting #3 - Mural Activity Results

Analysis

Feedback received during the stakeholder engagement activities was taken into consideration during the development of the CLP and its objectives.

Specific actions incorporated in the CLP from feedback received from the Mitigation Technical Team include:

- Profiling biogas supply as an opportunity to reduce GHGs
- Including Green Bin diversion as an action item in the CLP.
- Tracking Industrial, Commercial or Institutional (ICI) waste (including organic waste as a biogas feedstock) and developing associated ICI waste reduction programs became an action in the CLP.
- Incorporating agricultural waste as a biogas feedstock become an action in the CLP.
- Suggestions on how to monitor local food consumption, including group ICI programs for local food buying (joint benefit of incentivizing local food and providing a tracking process) were reflected as part of the CLP actions.
- Suggestions to explore programs related to plant-based eating, vertical farming and food forests, bio-char production, urban and rural residential tree planting programs, centralized manure management for bio-gas and soil amendment, and naturalization of City-owned grassed spaces were reflected as part the CLP actions.
- Suggestion to develop a co-op program for EV delivery vans for local food, including charging stations supported by the City became an action in the CLP.
- Consideration of commercial fleets, including shared commercial EV charging infrastructure and EV school bus fleets became an action in the CLP.
- Expansion of EV charging infrastructure became an action in the CLP.
- Land use planning strategies such as pedestrian priority streets, intensification, mixed use development, and maintenance of the current development boundary became an action in the CLP.
- Support for density as a method to reduce building emissions in addition to transportation became an action in the CLP.
- Suggestion to support renewable energy production through utility model and virtual net-metering for rooftop solar became part of emerging trends in the CLP.
- There was a suggestion to explore district energy via existing subdivision natural gas distribution systems and rights of way.
- There was a suggestion to consider small modular nuclear reactors.
- There was a suggestion for energy as a service (i.e. contracts for indoor temperature) with utility ownership of building energy systems.

In addition, through hearing from the MTT, the CLP Leadership Team could ensure that our analysis and carbon reduction pathway took into account existing and planned emission reduction in the community as much as possible. The Team could also profile

existing actions that local organizations, businesses and other levels of government were working on within the CLP.

Adaptation Technical Team

Three ATT meetings were also held over the course of the CLP development. A summary of the meeting and feedback received are provided below. The Agendas for each of the meetings are provided in Appendix I.

Climate Impact Statements - Meeting #1

The first ATT meeting was held on July 23, 2020 to present future climate change projections and discuss local climate impacts in Kingston. The meeting was held on Microsoft Teams and included an interactive Mural activity. Feedback received from the Mural activity is summarized below. The full results of the Mural activity are provided in Appendix G.

Critical Infrastructure

Participants of the ATT noted the following critical infrastructure services within Kingston:

- Municipal utilities and services (water, sewer, snow removal, solid waste pickup, electricity distribution, natural gas distribution, stormwater management)
- Communications (towers, telecoms)
- Health care (emergency housing, community housing, hospitals, access routes, food access)
- Natural infrastructure (trees, water resources, land buffers, water control structures, habitat preservation, etc.)
- Emergency Services (fire and rescue, police, paramedic)
- Transportation (ferries, airports, transit)
- Active transportation infrastructure (sidewalks, bike lanes, transit priority lanes, trails, pathways)
- Public spaces (parks, green spaces, beaches)
- Municipal Facilities (long term care, recreational, public works and administrative buildings)
- Buildings (residential, commercial, municipal facilities)

Social and Health

Participants noted the following climate impacts as they relate to warmer temperatures, heat waves, and freeze-thaw cycles on social aspects and health:

- Increase in heat-related illnesses and issues (heat stroke, asthma,
- Increase in poor air quality issues (increase pollen count, smog)
- Increase in vector-based diseases exposure (i.e. ticks and Lyme Disease)
- Increase need for cooling centres
- Possible increase in traffic collision and slip-and-fall injuries from freeze-thaw cycling
- Secondary impacts from beach bacterial and algal levels
- Vulnerable populations/assets/infrastructure include: Homeless, Pre-existing conditions (allergies, asthma), Elderly and youth, Outdoor workers

Economic

Participants noted the following climate impacts as they relate to warmer temperatures, heat waves, and freeze-thaw cycles on the economy:

- Impact to agriculture (delayed planting, changing crop conditions, longer seasons, flood damage, heat stress on crops and livestock)
- Increased costs for cooling buildings (summer) and decreased costs for heating (winter)
- Shifts in tourism season (increasing in summer, decreasing in winter)
- Vulnerable service areas include:
- Operating and facilities costs
- Loss of work hours

Infrastructure

Participants noted the following climate impacts as they relate to warmer temperatures, heat waves, and freeze-thaw cycles on infrastructure:

- Higher replacement rates (roofs, mechanical systems, road infrastructure)
- Increased sizing of heating equipment
- Damages to roads from buckling
- Damage to infrastructure from increased freeze-thaw cycling

- Secondary impacts (reduced active transit, increase demand for municipal water supply)

Natural

Participants noted the following climate impacts as they relate to warmer temperatures, heat waves, and freeze-thaw cycles on the natural environment:

- Increased spread of invasive species (ticks, Lyme disease)
- Algal blooms and increase in blue-green algae
- Loss of cold-water fish species
- Asynchronous flowering/pollinator times
- Water supply shortages
- Changes in species composition
- Vulnerable populations/assets/infrastructure include: Cold water species

Social and Health

Participants noted the following climate impacts as they relate to precipitation, flooding, drought, and water impacts on society and health:

- Evacuation
- Damage to residential buildings
- Contamination of water supply and quality
- Food insecurity
- Road infrastructure damage and increased collisions
- Increased demand for few recreational water opportunities (swimming)
- Health impacts (increased mold, diseases, flooding)
- Vulnerable populations/assets/infrastructure include: Rural areas, Beaches and swimming holes.

Economic

Participants noted the following climate impacts as they relate to precipitation, flooding, drought, and water impacts on the economy:

- Impacts to recreation (water recreation, delayed cruise ship season)

- Business closures
- Reduced access to water for rural residents
- Cost of waterproofing (residential and City)
- Increased insurance claims
- Reduced agricultural yield

Infrastructure

- Participants noted the following climate impacts as they relate to precipitation, flooding, drought, and water impacts on the economy:
- Increased need to retrofit or repair existing infrastructure (separate sewers, damage and weathering of culverts, water treatment infrastructure, roofing systems)
- Disruptions to power supply
- Flooding and water damage to public and private property
- Failure of stormwater management systems (sewer overflow, watermain breaks,
- Reduced road access for rural areas
- Impacts to water supply and quality
- Vulnerable populations/assets/infrastructure include: Marinas, Lakeside roads (i.e. Bath Road)

Natural

Participants noted the following climate impacts as they relate to precipitation, flooding, drought, and water impacts on the natural environment:

- Increased maintenance requirements (trails,
- Erosion and/or destabilization of riverbanks and shoreline
- Sedimentation removal from erosion/flooding in lakes/streams
- Increased contamination runoff and contamination from over capacity stormwater infrastructure (surface and groundwater)
- Species migration
- Impacts to water security and demand (human and agricultural/plant)
- Vulnerable populations/assets/infrastructure include: Recently planted seedlings

Social and Health

Participants noted the following climate impacts as they relate to storms, forest fire, etc. on social aspects and health:

- Poor air quality (forest fires)
- Blocked access for emergency routes
- Increase in health impacts during and after events (mould, injury, psychological distress, traffic accidents)
- Dangerous conditions for building facilities and occupants
- Health impacts from winter power outages, including CO poisoning
- Impacts of wind on affordable housing (e.g. mobile home parks)
- Reduced access to emergency services
- Vulnerable populations/assets/infrastructure include: Rural areas with limited entry/exist routes

Economic

Participants noted the following climate impacts as they relate to storms, forest fire, etc. on the economy:

- Disruption to outdoor events and recreational activities
- Increased cost of repairs and action (infrastructure replacement costs, fire extinguishing,
- Damage to crops and agricultural infrastructure
- Disruption to supply chain
- Damage to waterfront property not covered by insurance

Infrastructure

Participants noted the following climate impacts as they relate to storms, forest fire, etc. on the economy:

- Damage and disruption to critical services (communication, power, sewers, City buildings)
- Increased maintenance and resource requirements from acceleration weathering/deterioration and acute impacts

- Vulnerable populations/assets/infrastructure include: Municipal facilities (long term care homes and emergency housing, Electrical/energy and communication infrastructure, Older homes

Natural

Participants noted the following climate impacts as they relate to storms, forest fire, etc. on the natural environment:

- Loss of ecosystem services due to stress
- Increased shoreline erosion
- Increase in damaged trees and debris
- Increased wave uprush on the shoreline

From the above noted feedback, 90 Climate Impact statements were created as part of the CLP and then reduced to 60 to address overlaps or additional feedback from Adaptation Team participants. The impacts formed the basis of the Vulnerability and Risk Assessment.

Vulnerability Assessment - Meeting #2

The second meeting was held on October 14, 2020 to provide an update on the CLP and to discuss the Vulnerability Assessment process and findings. The meeting included a Mentimeter poll to gather participants' input on the level of sensitivity and adaptive capacity for each climate impact. The meeting also collected preliminary information on planned and current adaptation measures. The following section provides a summary of the feedback received as part of the activity. The full results of the Mentimeter activity are provided in Appendix I.

There were 35 questions asked as part of the activity for the following different climate impact categories:

- Community health;
- Emergency response;
- Community infrastructure;
- City infrastructure;
- Water infrastructure;
- Natural environment and parks;
- Agriculture;

- Energy; and,
- Economy.

Two types of questions were asked for each climate impact:

- Participants were asked to rate the level of sensitivity and adaptive capacities from very low to very high for each climate impact, using a sliding scale.
- Open-ended questions were asked at regular intervals and participants were asked to expand on the rankings provided. They were asked to explain what made the community sensitive to the impact, and what measures were in place already that could contribute to the community's adaptive capacity.

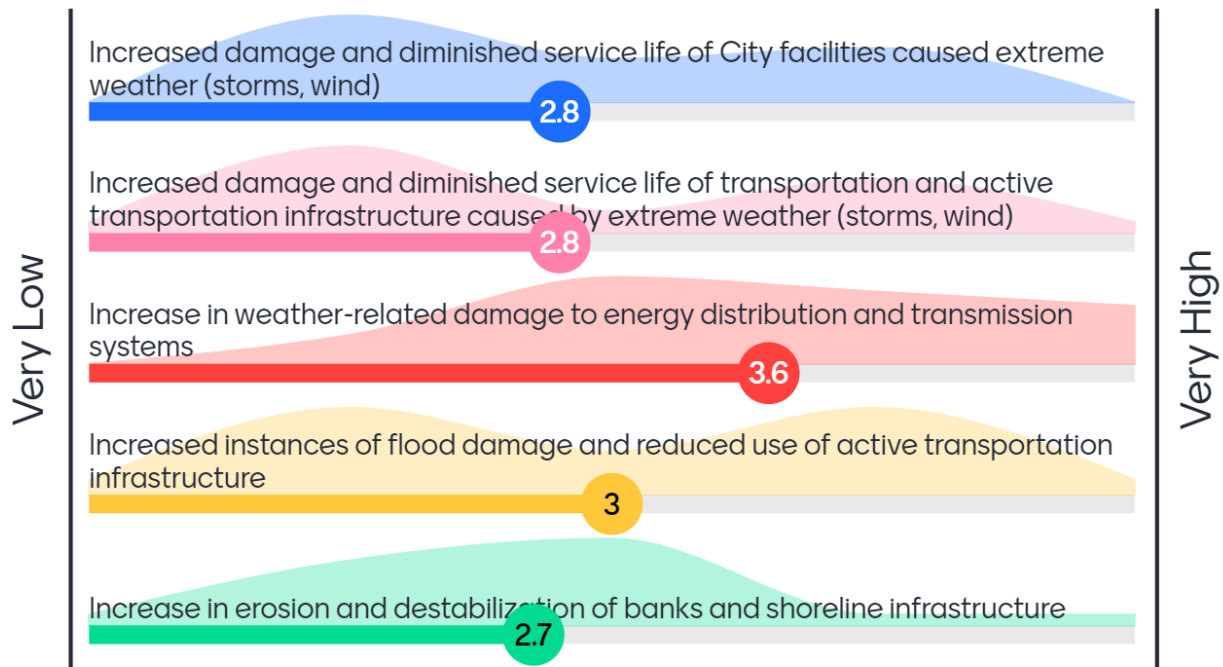
A high-level summary of the ranking for each climate impact is provided in Appendix I. The feedback was used to inform the vulnerability scoring of each climate impact as part of the Baseline Vulnerability and Risk Assessment.

Risk Assessment - Meeting #3

The third meeting was held on March 1, 2021 and focused on assessing risk consequence for climate change impacts. The meeting included a Mentimeter poll to rank a list of 25 climate impacts (divided into five rounds) based on consequences for the economy and service delivery, health and social systems, and the environment, using a scale of 1-5. Participants were asked to qualitatively describe their rationales for their consequence ratings, including the ways impacts will affect different groups and areas differently.

The feedback was incorporated into the climate risk assessment to inform the consequence scoring for each climate impact. Capturing the Adaptation Technical Team's perspective on consequence severity helped to prioritize climate impacts and ensure that the highest priority impacts were highlighted in the Baseline Vulnerability and Risk Assessment Report.

Figure 13: Adaptation Technical Team Meeting #3 - Mentimeter Results Example



The full results of the Mentimeter poll are provided in Appendix I. An example of the Mentimeter poll results is provided in Figure 13.

The following climate impacts were ranked as the highest risk:

- Increase in weather-related damage to energy distribution and transmission systems for Economic and Service Delivery and health and social systems, while increase in erosion and destabilization of banks and shoreline infrastructure was ranked as the highest risk for environmental.
- Shifting freeze-thaw cycles leading to an increase in watermain breaks and loss of service were ranked as very high risk for economic and service delivery and health and social systems, while increase in frequency of freeze-thaw cycles in winter months causing an increase in salting was ranked highest for environmental.
- Increase in frequency and magnitude of combined sewer overflows (CSO), infiltration of storm systems and sanitary overcapacity causing overcapacity of wastewater treatment plants and pumping stations was ranked the highest for economic service and delivery and environmental, while increase in flooding and flood damage of homes and properties was ranked the highest for health and social.
- Increase in vector-borne disease cases (e.g. Lyme disease) was ranked as the highest risk for economic and service delivery, health and social, while increase in

invasive species (e.g. termites, opossums, Emerald Ash Borer) was ranked the highest risk for environmental.

- Increased demand for electricity in summer months for air conditioning was ranked as the highest risk for economic service and delivery and health and social and environmental.
- The highest risk climate impacts were prioritized in the Baseline Vulnerability and Risk Assessment Report. Further, high level recommendations were developed to address high risk impacts in the Report and also in the Climate Leadership Plan.

Analysis

Feedback received from the Adaptation Technical Team became the basis for the impacts that were assessed in the Baseline Vulnerability and Risk Assessment.

Community Advisory Group

The Community Advisory Group was engaged on two separate occasions, on December 7, 2020 and August 30, 2021 to provide an overview of the CLP development and obtain feedback on the direction of the CLP and on strategies for community outreach. The following provides an overview of the feedback received at each of the meetings. The Agendas for the meetings are provided in Appendix J.

Meeting #1

At the first meeting, sample questions from the Resident and Business surveys were presented for discussion. A Mentimeter poll was used for participants to provide their input. The full results of the Mentimeter poll are provided in Appendix J. An example of a Mentimeter poll question is provided in Figure 14.

Of all the sectors presented where can you make the biggest impact on reducing emissions? (please rank)

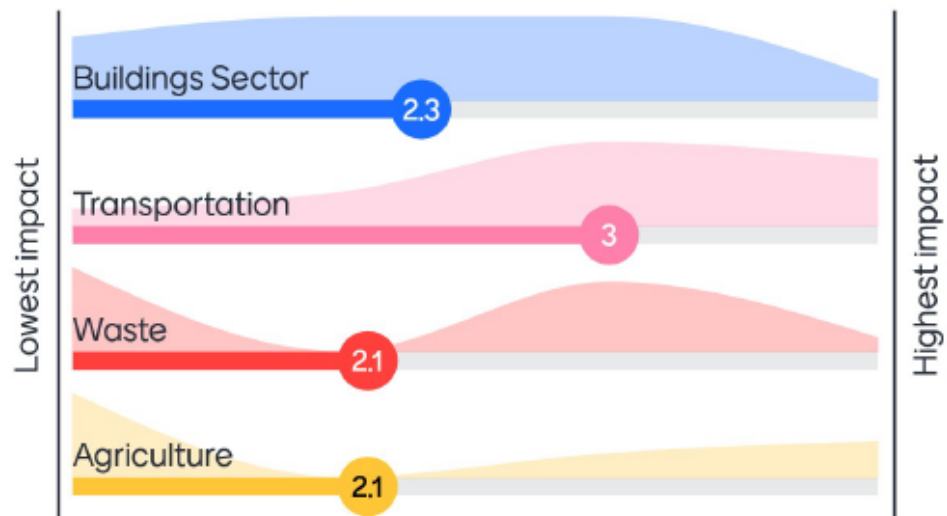


Figure 14: Community Advisory Group Meeting #1 - Mentimeter Poll Question Results

The feedback received was used to revise the surveys to ensure the best possible input from residents and businesses and included ensuring the use of appropriate language, providing comprehensive definitions to clarify what the different sectors include, and suggestions on which demographic should be taking the survey (e.g. student groups).

Meeting #2

At the second meeting, the CLP Leadership Team presented highlights and opportunities from the draft CLP which included discussion on the implementation of the CLP, including key partners and discussions regarding key messages of the CLP. A Mural activity was also completed to provide an opportunity for participants to share their opinions of the opportunities and challenges for buy-in from various partners to ensure the long-term success of the CLP and to evaluate the list community partners who are vital to the CLP success. The full results of the Mural activities are provided in Appendix J. An example Mural poll is provided in Figure 15.

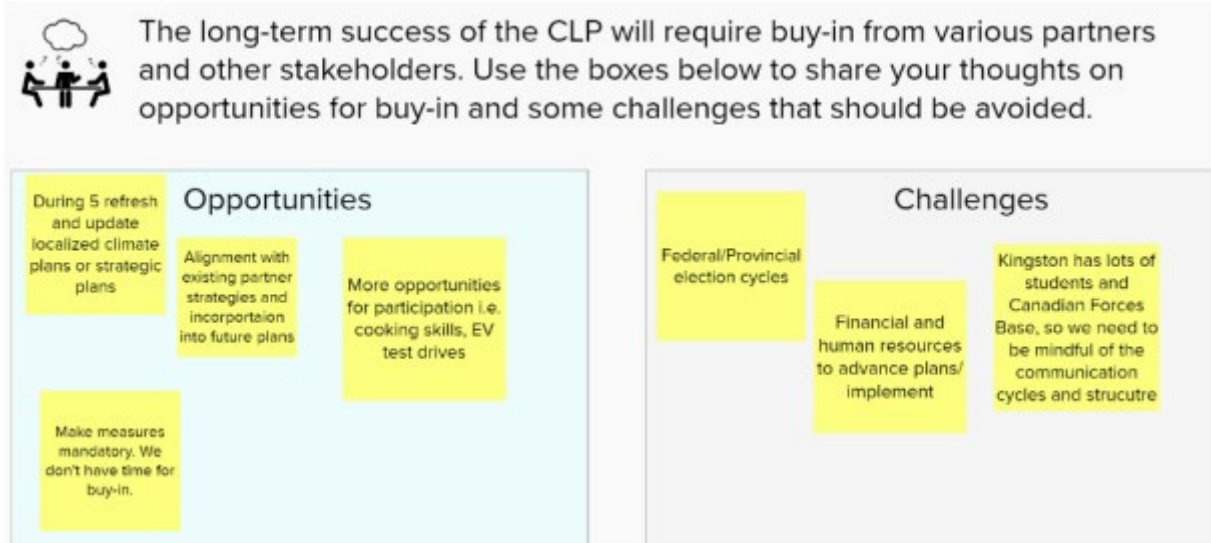


Figure 15: Community Advisory Group Meeting #2 - Mural Activity Results

Analysis

One of the biggest pieces of feedback from the CAG was that the CLP Leadership Team should rename the agriculture sector to 'food and forestry' to capture the main sources of emissions (food transport) and highlight the importance of forestry as carbon storage. This change has been reflected in the CLP and within this report.

Additional Feedback

Additional feedback was received from 350 Kingston inspired by the online surveys. The feedback included actionable ideas for the following areas:

Funding

There was a request that the City consider issuing Municipal Green Bonds to accelerate electrification and other necessary climate actions, including a City funded Solar Farm.

Buildings

The City should improve the management of refrigerants in its own facilities and provide incentives for businesses and institutions to do likewise. The City should, to the full extent that legislation (such as Ontario 2017 Bill 68) allows, make sure all new builds meet passive or similar standards. The City should also continue on its track to provide incentives and a framework for deep retrofits of all types of buildings.

Transportation

Using Green Bonds, or funding from other levels of Government, the City should pursue an aggressive timeline of electrification of all City-owned cars and light vehicles, buses, and eventually heavy / specialized vehicles. The City should prioritize non-motorized

traffic in the establishment of multi-use trails, in turning select local roads into bicycle / pedestrian thoroughfares which allow only local vehicle access and in priority snow clearing of sidewalks and trails. The City should also look at smarter traffic regulation which gives priority to pedestrians and other non-motorized transport.

The detailed information received is provided in Appendix K.

Conclusion

This WWHR Report documents what was heard over the course of the CLP development between February 2020 and October 2021.

Community feedback was an integral part of the CLP development to learn what climate action priorities the community wanted to see in the CLP, to inform residents of City efforts to fight climate change, and to receive their input on how they might contribute to Kingston's goal to achieve carbon neutrality by 2040 at the corporate and community level.

A variety of consultation and engagement initiatives were undertaken throughout the CLP development, including the following: five surveys, Coffee Conversations with key sector leaders and stakeholders, and an Online Public Open House. In addition, stakeholder teams were developed to bring together a diverse group of professionals to provide various sector perspectives on how Kingston is affected by climate change and to give feedback on actions to reduce emissions across businesses, institutions, and the community and consisted of the Mitigation Technical Team, Adaptation Technical Team and Community Advisory Group.

The MTT provided insights into how the City of Kingston can reduce corporate and community GHG emissions, including input, commitments and actions by sector. The ATT provided insights into how the City of Kingston's built and natural assets, services, operations, and as a consequence, communities may be affected by climate change. This interdisciplinary team was formed to represent some of the most critical infrastructure, services, and stakeholders within the community, allowing for diverse and experienced input. The CAG was appointed to bring together representatives of key community groups that may not have the technical knowledge associated with sector specific GHG emissions, but whom have a significant role to play in the community in terms of outreach or future program design.

The feedback provided as part of the consultation and engagement activities played a vital role in developing the CLP to foster transformational change in the City of Kingston.