Investigating 15 minute Cities

Using Kamloops BC as an Example

Disclaimer

- Some of this information may be wrong and its definitely incomplete
- Attempt to stick to the facts and show what is known to be happening for sure, and what could happen, or how these policies could be abused

How this is going to go

- Give brief background on where these policies are coming from
- Link to programs and information
- Talk about Climate Action programs, and the Climate Charter
- Kamloops Community Climate Action Plan, how it related to the Official Community Plan
  - Discuss the details inside the plan and relate them back to the legislation
- Smart City & 5G Intro
- Conclusions
- Strategies to keep benefits and retain personal freedoms

Why do we suck at explaining and understanding this?

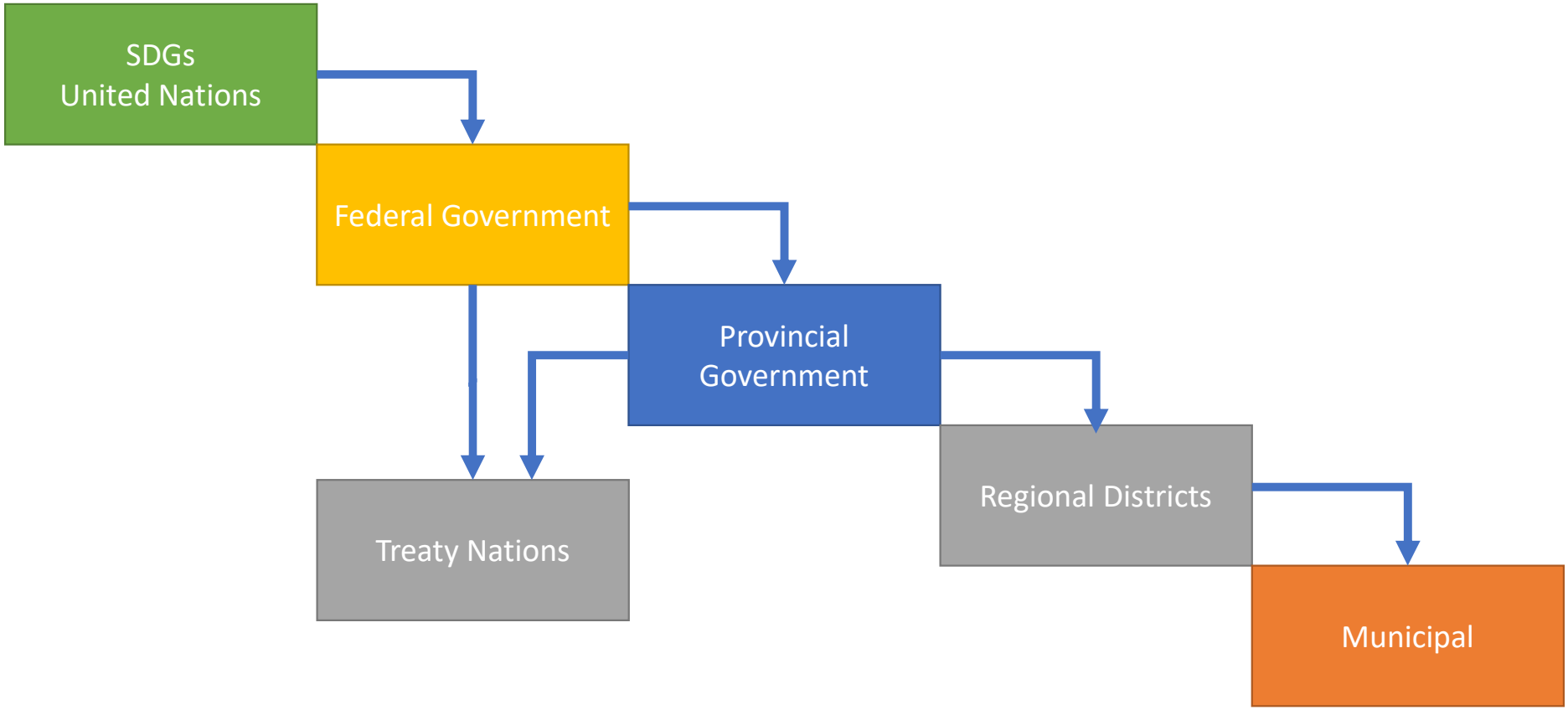
- Complicated and segmented on purpose
- There's a logical reason for everything
- Most of the changes are highly regarded by the public
- View from 30,000 ft

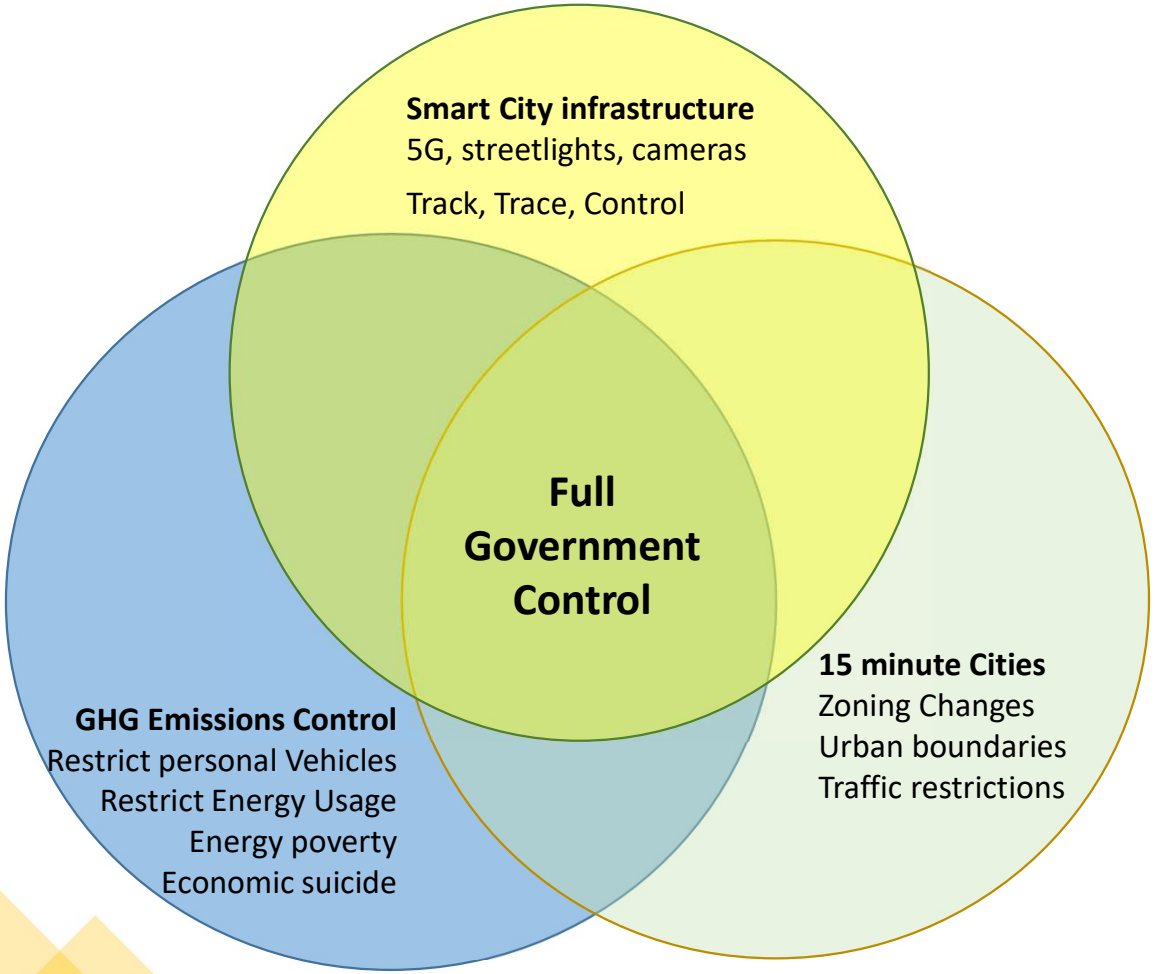
- "Teaspoon of sugar with a drop of Cyanide"

United Nations SDGs (The 2030 Agenda)

- https://sdgs.un.org/goals
- 17 Goals which sound good in theory, but will ultimately result in people giving up their freedom to central government control
- **Why can't we be sustainable without communism?**

Policy & Incentive Structure for BC




Smart City infrastructure
5G, streetlights, cameras
Track, Trace, Control
Full Government Control
GHG Emissions Control
Restrict personal Vehicles
Restrict Energy Usage
Energy poverty
Economic suicide
15 minute Cities
Zoning Changes
Urban boundaries
Traffic restrictions

BC Climate Action

- **Clean BC**
  - Sets out the targets and roadmap for radical changes to British Columbia
  - https://cleanbc.gov.bc.ca/
  - Clean BC Road Map 2030: https://www2.gov.bc.ca/assets/gov/environment/climate-change/action/cleanbc/cleanbc_roadmap_2030.pdf
  - Climate Preparedness Strategy: https://www2.gov.bc.ca/assets/gov/environment/climate-change/adaptation/cpas.pdf
- **BC Climate Charter**
  - Pledge your non legally binding allegiance to anthropogenic climate change
  - Municipalities, Regional Districts can both sign
  - https://www2.gov.bc.ca/assets/gov/british-columbians-our-governments/local-governments/planning-land-use/bc_climate_action_charter.pdf
  - Been around since 2007
- **Climate Emergency Declaration (not in Kamloops)**

Changes to BC Legislation

- **Zero Carbon Step Code:**
  - Series of steps in BC building code requires higher efficiency and reduced GHG
  - Target zero emissions from new builds after 2030 (no gas, no wood)
  - https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/construction-industry/building-codes-and-standards/bulletins/20_better_ee__zcsc.pdf

Initially, the Zero Carbon Step Code requirements will be voluntary. The CleanBC Roadmap to 2030 commits to requiring increasingly stringent emission requirements for new buildings in 2024 and 2027. In 2030 the BCBC will require all new buildings to be zero carbon.

- **NDP Government wants ZERO gasoline vehicle sales by 2035**
- **Zero-Emission Vehicles Act**
  - It will be ILLEGAL to sell vehicles with emissions after 2040
  - https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/19029

BC Legislation on Climate Action Registry

https://www2.gov.bc.ca/gov/content/environment/climate-change/planning-and-action/legislation
Carbon Tax Act (gov.bc.ca)
Climate Change Accountability Act (gov.bc.ca)
Environmental Management Act
Greenhouse gas Industrial reporting and control Act
Oil and Gas activities act
Zero-Emission Vehicles Act - Province of British Columbia (gov.bc.ca)
Greenhouse Gas Reduction (Renewable and Low Carbon Fuel Requirements) Act (gov.bc.ca)
Clean Energy Act (gov.bc.ca)
Energy Efficiency Act (justice.gc.ca)
Bill 27 – 2008: Local Government (Green Communities) Statutes Amendment Act, 2008
COMING SOON (Clean Transportation Action Plan)

Zero Emission Vehicles Act

Provincial targets

7 The following targets are established for the purpose of reducing greenhouse gas emissions in British Columbia:

(a) in 2025 and in each subsequent year, at least 10% of all new light-duty motor vehicles sold or leased in British Columbia must be zero-emission vehicles;

(b) in 2030 and in each subsequent year, at least 30% of all new light-duty motor vehicles sold or leased in British Columbia must be zero-emission vehicles;

(c) in 2040 and in each subsequent year, 100% of all new light-duty motor vehicles sold or leased in British Columbia must be zero-emission vehicles.

Provincial targets report

8 (1) On or before March 31 in each year, the director must publish a report respecting the zero-emission vehicle targets described in section 7 that meets the requirements set out in subsection (2).

(2) A report under subsection (1) must

(a) cover the immediately preceding calendar year,

(b) set out the following:

(i) the number of consumer sales of light-duty motor vehicles;

(ii) the number of consumer sales of light-duty motor vehicles that are zero-emission vehicles, and

(c) include any other prescribed information.

Prohibition in 2040 and subsequent years

9 On or after January 1, 2040, a person must not make a consumer sale of a light-duty motor vehicle that is not a zero-emission vehicle.

Climate Action Programs

- **LGCAP – Local Government Climate Action Program:**
  - Started in 2022, replaced CARIP (Climate action revenue incentive program)
  - Requires ideological allegiance to Climate Charter, GHG and financial reporting
  - Access to funding for 'Climate Action' or Roadmap projects
  - https://www2.gov.bc.ca/gov/content/environment/climate-change/local-governments/local-government-climate-action-program
  - LGCAP Presentation: https://www2.gov.bc.ca/assets/gov/environment/climate-change/lg/lgcap/lg_climate_action_program_webinar_may_2022.pdf
- **Provincial Climate Change Adaptation Program (CCAP)**
  - https://www.bcclimatechangeadaptation.ca/
  - Do not confuse with the Community Climate Action Plan (CCAP)

Kamloops Chronology

2007: Kamloops signs Climate Charter adopting officially adopting the climate cult

2008: LOCAL GOVERNMENT (GREEN COMMUNITIES) STATUTES AMENDMENT ACT: Requires municipalities to include GHG reporting and planning in the OCPs

2010: Kamloops releases 'Sustainable Kamloops' plan mirroring the UN SDGs

2018: Kamloops releases updated OCP including GHG reductions, commitments to reduce transit, urban densification

2021: Kamloops releases CCAP Community Climate Action Plan

Local Government (Green Communities) Statutes Amendment Act (2008)

20 Section 877 is amended by adding the following subsection:

(3) An official community plan must include targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions of the local government proposed with respect to achieving those targets.

SUSTAINABLE KAMLOOPS

In 2007, the City of Kamloops signed on to the *British Columbia Climate Action Charter*—an agreement between the Province, the Union of BC Municipalities (UBCM), and local governments. Signatories to the charter agreed to measure and report on GHG emissions, with the goal to reduce emissions and become carbon neutral by 2012. With the adoption of the *Local Government (Green Communities) Statutes Amendment Act* in 2008, local governments are now required to include targets, policies, and actions to reduce GHG emissions in their OCPs.

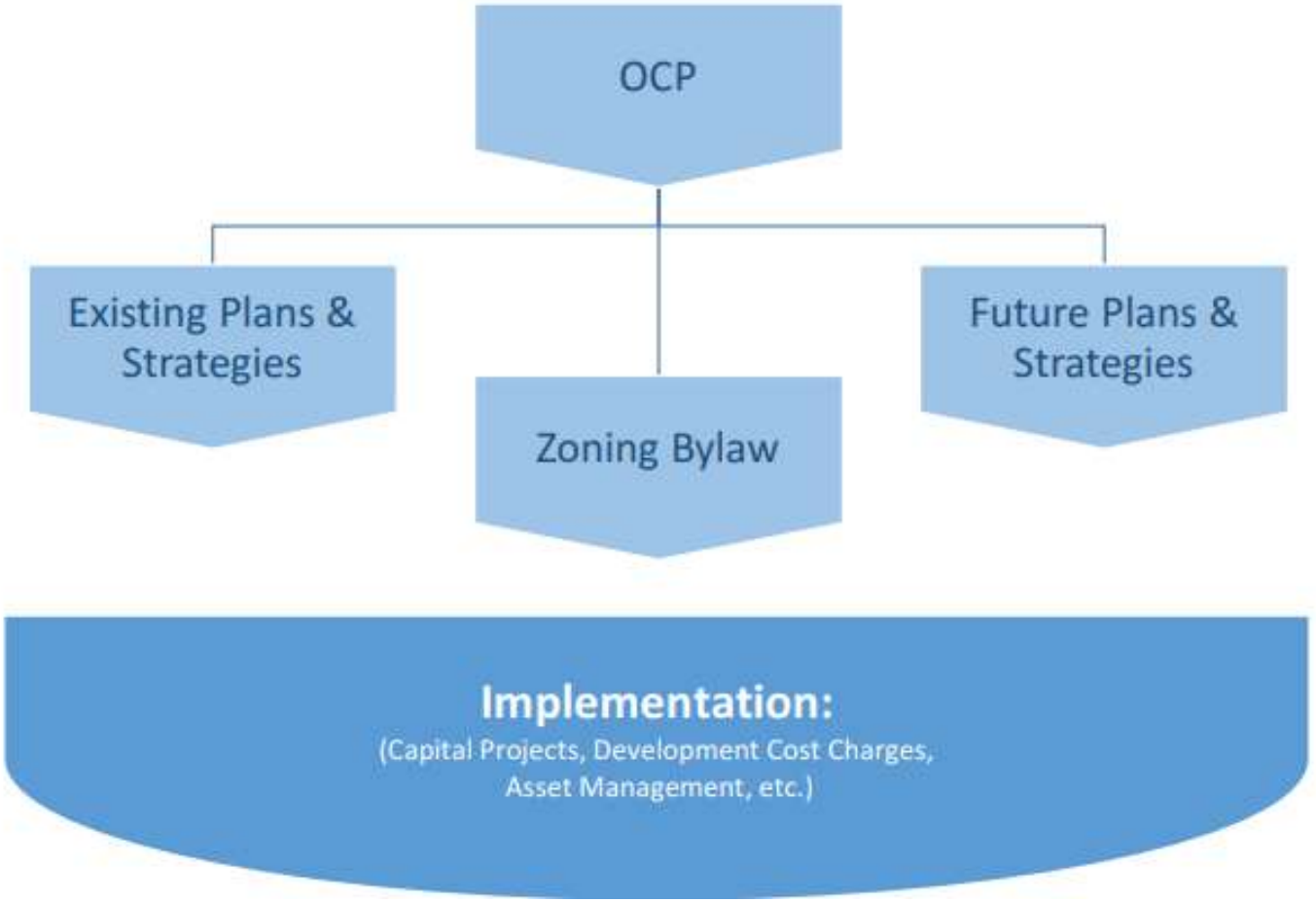
Kamloops Specific

- **LGCAP** – Local Government Climate Action Plan (TNRD)
- **OCP** – Official Community Plan aka "**KAMPLAN**"
  - OCP Implementation Strategy
- **TMP** – Transport Master Plan
- **CCAP** – Community Climate Action Plan
- **Future Transit Plan**
- **Future Transit Action Plan**
- **EV and Ebike Strategy**
- **Kamloops Sustainability Plan** (2010 – SKP) Kamloops version of the SDGs

Search Words in Documents

- Reduce, Restrict, Decrease
- Traffic Calming
- Sustainable
- GHG
- Emission
- Implementation
- Growth Boundary
- Complete neighbourhoods
- Urban Densification
- Mixed-use centres
- Compact neighbourhoods
- Complete Streets
- Community GHG Action Strategy
- Thin Streets aka diet streets

OCP: The plan to rule them all



Transportation and Mobility

This section links to the following Community Values:

- *improve transportation and connectivity*
- *optimize existing municipal infrastructure*
- *promote environmental stewardship*
- *support urban densification*

The way people move around Kamloops and the movement of goods and emergency services contribute greatly to how the city grows and how residents connect to the community. A well-functioning transportation network accommodates daily commuting and lifestyle needs by providing a range of safe, efficient, affordable, and accessible transportation options for people of all ages and abilities. It also allows for efficient movement of goods and emergency services that support the social and economic well-being of the community.

Transportation can have a significant impact on the environment through the consumption of land for roads, air pollution, and GHGs from vehicle emissions. Mobility patterns will evolve with changes in demographics as Kamloops residents adapt to growth, respond to traffic congestion, and aim to reduce GHG emissions.

Adapting to growth will require increased emphasis on more sustainable forms of mobility such as walking, bicycling, transit, and carpooling; supportive infrastructure such as sidewalks and bike lanes; and policies that prioritize *complete streets* and *complete neighbourhoods*. Land use and transportation are integrally connected, and the key to a well-functioning transportation network is providing residents with a variety of transportation options.

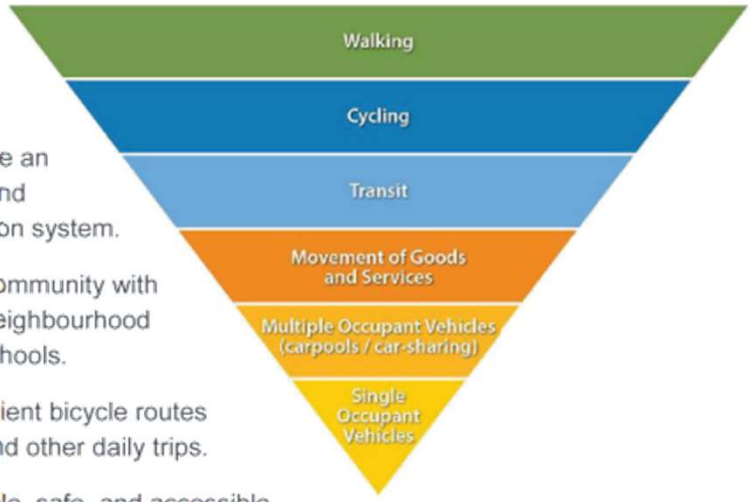
The transportation policies in the OCP are consistent with the underlying principles and directions in the *Transportation Master Plan*, which is the City's guiding document for planning and implementing transportation improvements over the next 20 years.

TMP – Transportation Master Plan

2.3 TRANSPORTATION GOALS

The vision of transportation in Kamloops will be achieved by implementing strategic directions under the following six goals and their supporting objectives. The TMP goals are aligned with the transportation goals within the OCP:

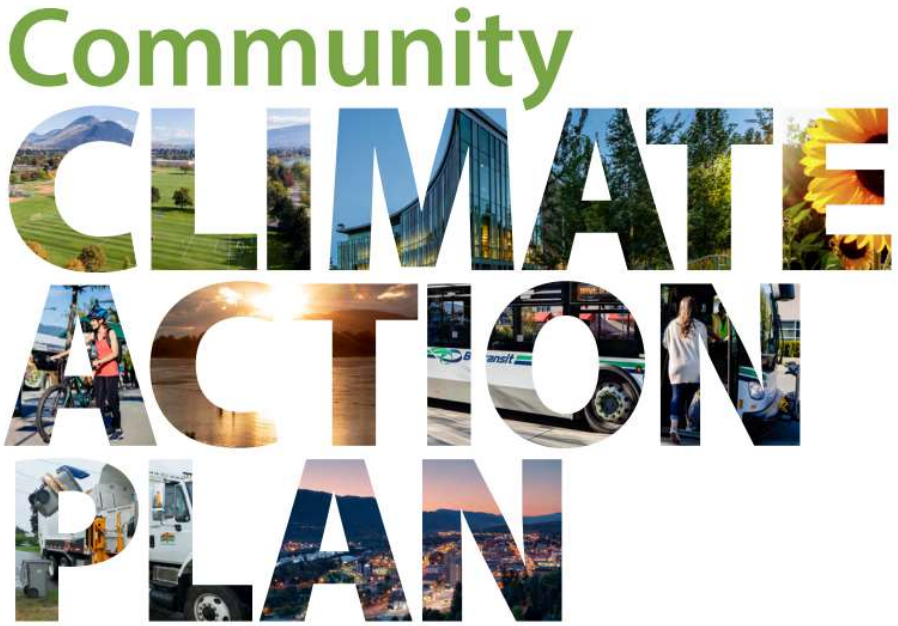
Figure 2.1: City of Kamloops Hierarchy of Transportation Modes



- **Sustainable Transportation –** Create an environmentally, socially, culturally, and economically sustainable transportation system.
- **Walking –** Be a pedestrian-friendly community with networks that integrate with transit, neighbourhood amenities, parks, open space, and schools.
- **Bicycling –** Provide safe and convenient bicycle routes suitable for commuting, recreating, and other daily trips.
- **Transit –** Foster an efficient, affordable, safe, and accessible transit system that is an attractive alternative to the private vehicle and integrates with other transportation modes.
- **Goods and Emergency Services –** Maintain and enhance the efficient movement of goods and emergency services.
- **Integrated Transportation System –** Sustain the responsible planning and development of roads and transportation connections to facilitate the efficient movement of people.

What is the Community Climate Action Plan?

- The CCAP was created with help from consultants as a reactionary measure to prevent global climate change
- It was authorized by a city council motion in 2019 (although the work on it started previously and ground work was laid out by Sustainable Kamloops Plan)
- It lays out 8 ‘Big Moves’ which are ambitious strategies to remake Kamloops and the economy to meet government targets



Community
CLIMATE ACTION PLAN

The Kamloops City Council Resolution that was adopted on June 25, 2019, stated:

Therefore be it resolved that Kamloops City Council:

a) set a strategic goal for reducing community greenhouse gas emissions that is in line with Kamloops' portion of global efforts to keep global temperature rise to 1.5°C

b) mandate staff, through the work on the Community Climate Action Plan, to outline a series of actions that would reduce greenhouse gas emissions in Kamloops to align with the global efforts to keep global temperature rise to 1.5°C

In response, 8 Big Moves and 24 strategies were created, which have the potential to reduce community GHG emissions at a pace consistent with Council's resolution. Further, a set of short-, medium-, and long-term actions to implement the Community Climate Action Plan's (CCAP's) Big Moves were identified along with interim and long-term targets to help focus local commitment towards clear and measurable outcomes.

8 BIG MOVES **24 STRATEGIES** **66 ACTIONS**

CURRENT & PROJECTED EMISSIONS

Key Emissions Sources in Kamloops

Understanding where our emissions are coming from is key for identifying emissions reductions opportunities. An inventory of GHG emissions was undertaken using data from internal sources and external sources such as BC Hydro, FortisBC, ICBC, BC Transit, and Statistics Canada. While emissions come from a variety of GHGs (e.g. methane and nitrous oxide), they are reported in tonnes of carbon dioxide equivalent (tCO_2e), which is a standard measure that converts any non-CO_2 GHGs to an equivalent measure based on their global warming potential.

*primary sources

Transportation:
gas and diesel fuelled vehicles*

Buildings:
natural gas space and water heating*

Solid Waste:
organic waste in landfill*

2017 Greenhouse Gas Emissions (tCO_2e) per Sector

How do we compare?

BC Average — **5.7 tCO_2e** per capita

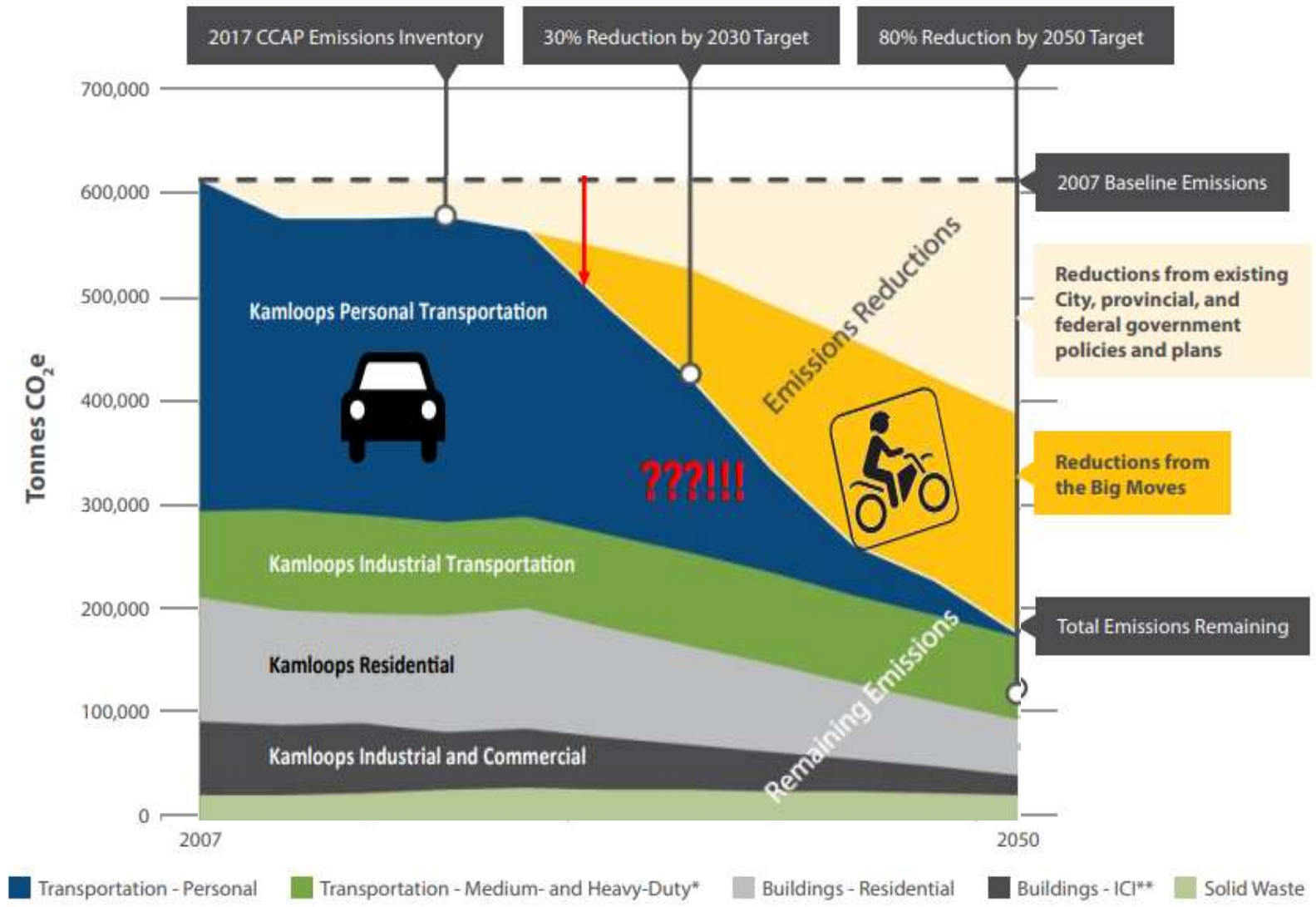
Kamloops — **6.3 tCO_2e** per capita

11% higher than the BC average

Registered vehicles per household in 2019

1.5 Canadian Average

1.9 in Kamloops


2017 CCAP Emissions Inventory
30% Reduction by 2030 Target
80% Reduction by 2050 Target
700,000
600,000
500,000
400,000
300,000
200,000
100,000
0
Tonnes CO_2e
2007
2050
2007 Baseline Emissions
Reductions from existing City, provincial, and federal government policies and plans
Reductions from the Big Moves
Total Emissions Remaining
Emissions Reductions
Remaining Emissions
Kamloops Personal Transportation
???!!!
Kamloops Industrial Transportation
Kamloops Residential
Kamloops Industrial and Commercial
Transportation - Personal
Transportation - Medium- and Heavy-Duty*
Buildings - Residential
Buildings - ICI**
Solid Waste

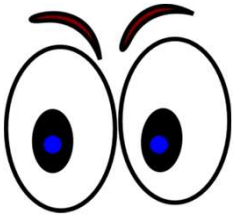
Its all just pie in the sky… Right?

- The people behind this at the city level actually believe this will be implemented and the targets reflect what they think they can achieve

- City Sustainability Manager:
  "The changes will be on par with World War 2 and the Covid Lockdowns"

Whos Responsible for BC Hydro?

- Ministry of Energy, Mines and Low Carbon Innovation
  - Read their latest report
  - https://www.bcbudget.gov.bc.ca/Annual_Reports/2021_2022/pdf/ministry/emli.pdf
- 2023 to 2026 Service Plan
  - https://www.bcbudget.gov.bc.ca/2023/sp/pdf/ministry/emli.pdf
- Ministers Mandate Letter:
  - https://www2.gov.bc.ca/assets/gov/government/ministries-organizations/premier-cabinet-mlas/minister-letter/emli_-_osborne.pdf



*BC has included site C, about 17,000 MW capacity for Generation: https://www.cer-rec.gc.ca/en/data-analysis/energy-markets/provincial-territorial-energy-profiles/provincial-territorial-energy-profiles-british-columbia.html

Energy Calculations

- https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=2310006601&pickMembers%5B0%5D=1.11&cubeTimeFrame.startYear=2017&cubeTimeFrame.endYear=2021&referencePeriods=20170101%2C20210101

Geography	British Columbia[3] (map)				
Type of fuel sales	2017	2018	2019	2020	2021
	Litres				
Net sales of gasoline[4]	4,935,834	4,789,165	4,822,252	4,344,971	4,699,080
Gross sales of gasoline[5]	5,182,517	5,024,318	5,060,063	4,571,720	4,928,709
Net sales of diesel oil[4]	1,910,156	1,963,507	1,819,262	1,850,987	2,086,759
Net sales of liquefied petroleum gas[4]	85,669	208,883	270,958	240,036	329,821

The NET number excludes forestry and farming etc
This table is in Liters (x1,000) so 2021 there were 4.7 Billion liters gasoline, and 2.08 billion liters of Diesel sold in BC
1 liter gas = 8.7kWh * 4.7billion L = 40.8 Terrawatts
1 liter diesel = 10.8kWh * 2.08billion L = 22.5 Terrawatts

Calculations

- In 2019 BC hydro generated a total of 64 TWH (TerraWattHours) https://www.cer-rec.gc.ca/en/data-analysis/energy-markets/provincial-territorial-energy-profiles/provincial-territorial-energy-profiles-british-columbia.html

- So switching BC to 0 emissions will double the needed electricity output from 63 to (22+40) = 126 TWH.

- Note: BCs estimated capacity is ~18,250 MW * 8740 hrs per year = 159 TWH at 100% capacity with zero downtime not accounting for water levels, maintenance etc.

3 main sources of GHG Reduction

1. Personal Transportation
2. New development densification and zone changing (15 min cities)
   - Which also reduces need for vehicles and will reduce travel
3. Efficiency requirements, and ZERO EMISSION requirements in the building code

All three of these sources, and the measures to control them affect the public first and foremost.

1A - Ten-Minute City

GOAL:

To support the integration of daily needs amenities in existing neighbourhood centres and, wherever possible, to concentrate housing near existing and proposed transit, cycling, and walking networks.

ECONOMIC CONSIDERATIONS:

- Providing incentives for infill development is more equitable and reflective of service provision and infrastructure costs.[i] A shift from peripheral single-family development to higher-density urban housing results in relative reductions in City infrastructure and service costs.[ii] For instance, if multi-family units were to account for 40% of new construction (3,890 units) by 2050, this would result in City infrastructure and service cost savings of $8.7 million per year.[iii]
- Households in higher-density areas spend, on average, 25% less on transportation due to better access to transit and active transportation infrastructure. This represents a savings of $3,600 per year in Kamloops, which increases disposable income and consumer spending.[iv]
- Increasing access to daily needs has the potential to reduce inequities in the community by improving walkability for all.
- Housing affordability provisions will be necessary to mitigate the impacts of gentrification on lower-income households.

ACTIONS:

- ❑ Identify priority areas to support infill projects that further increase housing density, mixed uses, and access to transit and active transportation infrastructure in existing neighbourhood centres.
- ❑ Increase incentives to promote infill development (e.g. revitalization tax exemptions and reduced development cost charges [DCCs]).
- ❑ Increase availability of affordable market housing options that also contribute to higher density (e.g. density bonus for rental-only multi-family buildings).

PROJECTED ANNUAL GHG REDUCTIONS BY 2050:

This level of emissions reductions relies on 90% of new development being infill.

17,400 tCO_2e (High)

2C - Shared Streets

GOAL:

To create street space that is accessible to all ages and abilities, enhances pedestrian safety and comfort, and prioritizes active transportation.

ECONOMIC CONSIDERATIONS:

- Local businesses may benefit from increased foot and cycle traffic in pedestrian-friendly areas.
- Reduced road widths can slow traffic and create economic vibrancy in commercial areas.

ACTIONS:

- ❑ Pursue opportunities to convert select street space (temporarily at first) into areas that prioritize pedestrian-only or pedestrian-friendly areas with public amenities such as trees and gardens, seating, art installations, and bike parking and with vehicle access limited to local residents, businesses, and emergency vehicles.
- ❑ Identify suitable streets to implement reduced road width initiatives that contribute to traffic calming and convert space for community benefit (e.g. active transportation infrastructure, parks, community gardens, daycares, or affordable housing).
- ❑ Implement low-traffic neighbourhood projects that extend pedestrian zones to multiple urban blocks (with emergency vehicle access only).

PROJECTED ANNUAL GHG REDUCTIONS BY 2050:

1,000 tCO_2e
(Moderate)

Examples in Real Time

- Kamloops “temporarily” blocking road access in perimeter around Elementary School May 15th, 2023

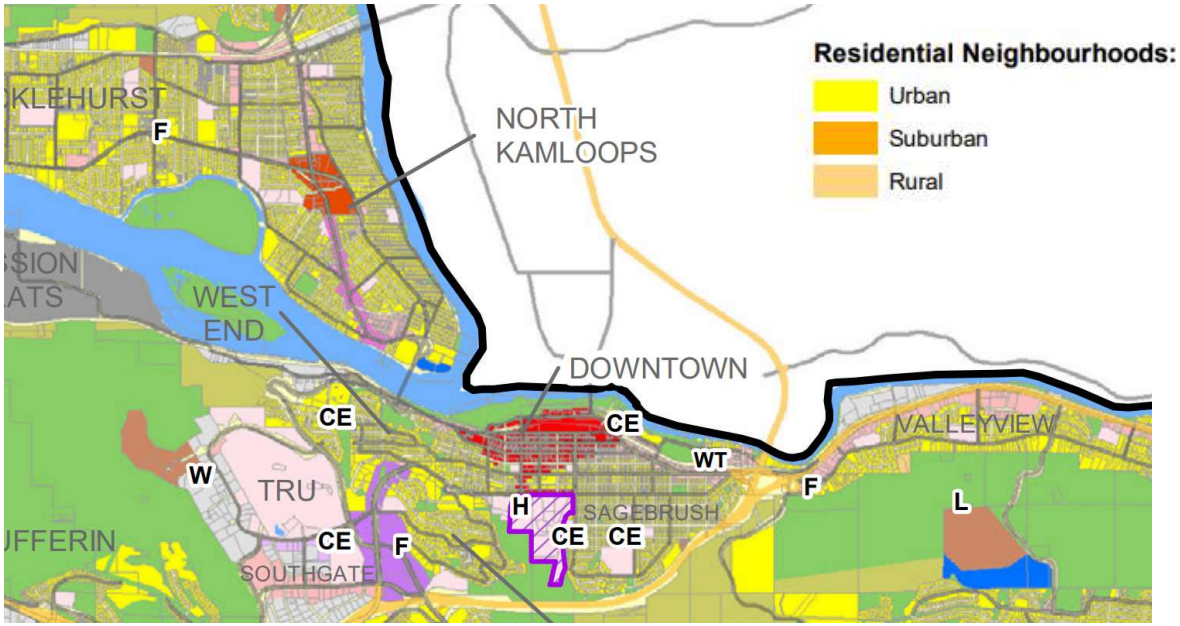
https://www.castanetkamloops.net/news/Kamloops/426508/High-hopes-for-temporary-car-free-perimeter-around-North-Kamloops-school

- No more dropping off kids at school
- Local residents who live in the perimeter will also be restricted
- *“Programs of this nature often start with a pilot project and have developed **into seasonal and permanent implementation** depending on the school. So we’re really excited about this”*

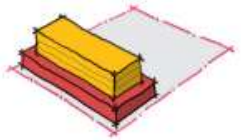
Understand City Speak

- Urban vs Suburban
- In Kamloops ITS ALL “URBAN”

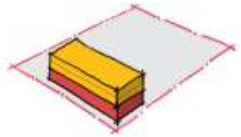
“Implement low-traffic neighbourhood projects that extend pedestrian zones to multiple urban blocks (with emergency vehicle access only)”



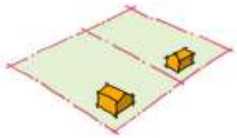
Urban –
Major Neighbourhood Centres[32]



Urban –
Minor Neighbourhood Centres[33]



Suburban



Other GHG Reductions

- **New Buildings**
  - Changes to the Building Code “Zero Carbon Step Code”
    - No gas installed after 2030
    - 100% efficiency (HIGH COST)
  - EV charging on all new builds
  - Reduced or no requirements for parking
- **Old Buildings**
  - Retrofit ALL old buildings
  - Install smart meters? EV Infrastructure
  - Everything electric, no gas
  - PACE program (coming soon?)

Smart Meters and Smart Thermostats

- Colorado Utility Company locks customers out of their smart thermostats to control energy demand
  https://www.foxbusiness.com/politics/colorado-utility-company-locks-22000-thermostats-in-90-degree-weather-due-energy-emergency

Tony Talarico, an Xcel Energy customer in Arvada, Colorado, told KMGH-TV that he attempted to turn up the air conditioning as temperatures creeped into the 90s on Tuesday but was greeted with a message from this thermostat declaring an "energy emergency" and prevented from turning the dial.

PACE Program (Remodelling old Homes)

- Property Assessed Clean Energy
- Second biggest GHG reduction is coming from residential buildings which includes retrofits of old homes
- Government will change legislation allowing them to take first place lien/mortgage against your house for you to pay for energy efficient upgrades
- Will this be attached to smart meters or smart thermostats?
- Is this a vector for 2030 and you will own nothing?
- https://www.pembina.org/reports/property-assessed-clean-energy-2020.pdf

4.1 Primary lien status

PACE assessments are secured against the value of your home and because they are repaid through property taxes, they have the same primary lien status as property tax This has caused friction with the mortgage industry and has been a barrier to PACE adoption (particularly R-PACE) in the U.S. and Canada.[36,37] Liens are typically prioriti by the order in which they are filled except for property taxes (and in some cases fede taxes), which have priority. Primary lien status means that in the case of default, the entire PACE assessment is repaid before a first mortgage, which is a subordinate lien. Figure 1 provides an example of a typical lien prioritization.

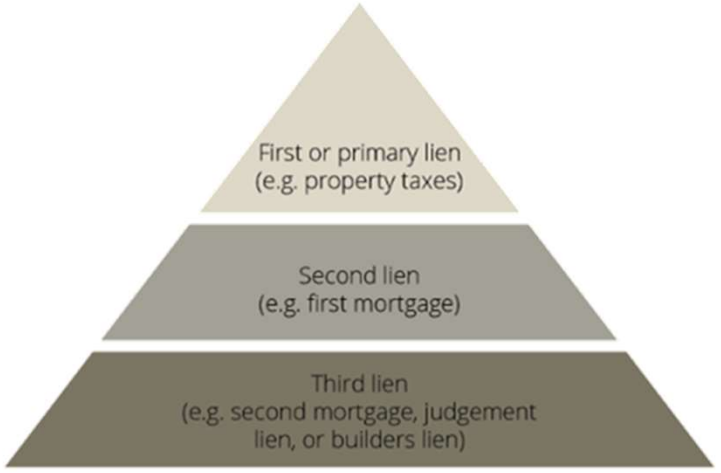
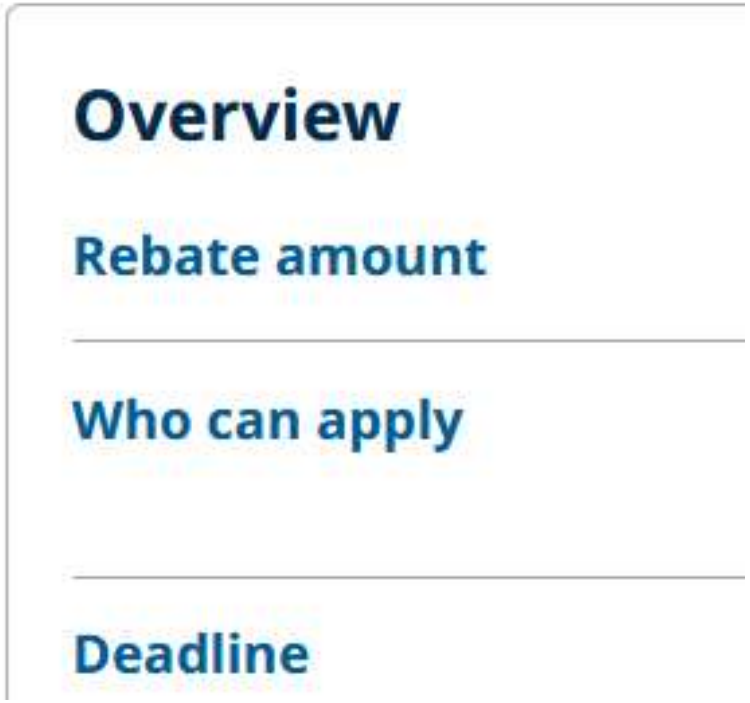


Figure 1. Example of a typical property lien prioritization

Programs and Grants (Not all Bad)

- NRCan Retrofit Grants and loans up to 40,000: https://natural-resources.canada.ca/energy-efficiency/homes/canada-greener-homes-grant/start-your-energy-efficient-retrofits/plan-document-and-complete-your-home-retrofits/eligible-grants-for-my-home-retrofit/23504
- CleanBC Rebate Search: https://www.betterhomesbc.ca/rebate-search-tool/
- Renovation Rebates: https://www.energyhub.org/incentives/#british-columbia
- **Teaspoon of Sugar:**
  - free money to improve your homes air tightness and insulation
- **Drop of Cyanide:**
  - Installing smart meters and smart thermostats as a requirement for the funds



Questions

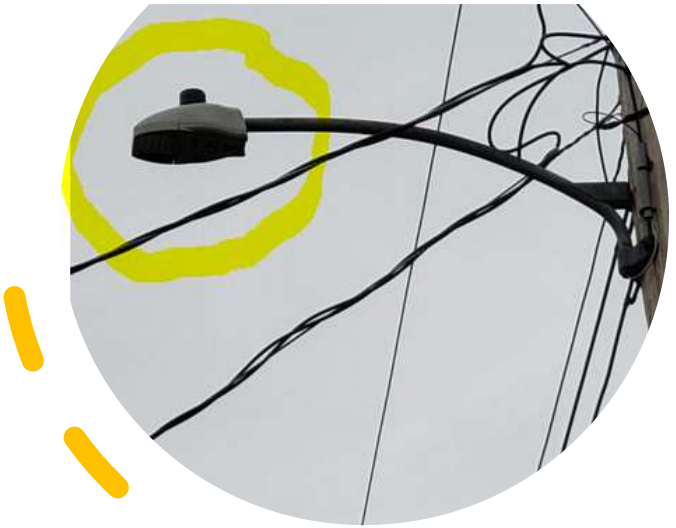
How will access be limited to local residents only?	• Armed guards? Gates? Or Electronic Surveillance and tracking (easiest cheapest)
Why restrict full size vehicles (including EVs)?	• How does this help the environment? • Freedom of movement? Economy?
What will people do in the winter time?	• Ebikes and ride sharing in the snow?
The Grid Infrastructure can't handle the extra load	• Whos paying for the extra grid? • Even if the grid is installed, where will the extra power come from?
How will you afford to heat your home?	• Will smart meters and smart thermostats control the temperature in your home?
Why is the answer to everything more government control?	• Why communism?

How this could be abused

- PACE program pushed on majority of home owners (all houses pre 2030)
  - Large renovation loans taken out against homes, Government has right to foreclose, abuses this at a later date
- Banning all gas and wood, all citizens 100% reliant on smart grid
  - Everything is controlled in your home, temperature, electricity/GHG credit
  - You are put into energy poverty because of ‘Climate emergency’
- Traffic Calming, full size vehicle bans, careless neighbourhoods
  - Citizens lose ability to travel long distances independently
  - Become reliant on government for transportation
  - Next lockdowns could be electronic and physical (single points of entry/exit)

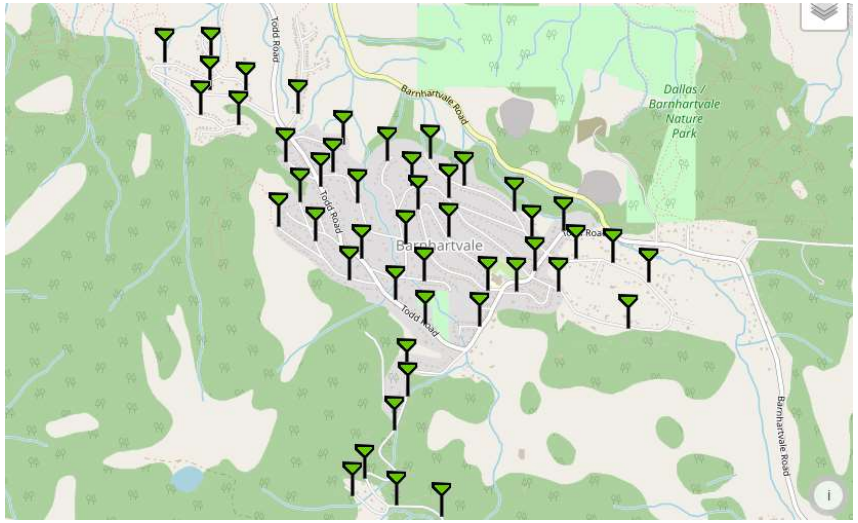
Smart City Infrastructure

- 5G Big Towers
- 5G Repeaters (every 100m)
- LED Streetlights with full suite of sensors on 5G
- What's possible:
  - AI tracking vehicle movement
  - WIFI pinging your digital ID, Car ID (To come?)
  - Could be used to restrict access to certain neighbourhoods



How to find 5G towers

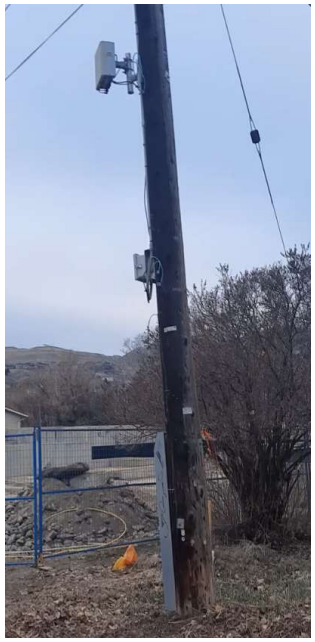
- Canadian Cell Tower Mapping: https://www.ertyu.org/steven_nikkel/cancellsites.html?lat=52.000000&lng=-97.000000&zoom=4&type=Roadmap&layers=a&pid=0



Telus has monopoly on 5G in Kamloops
This is Barnhartvale neighbourhood
1 year ago there were no antennas, now there is more than 40

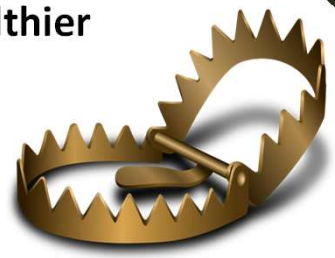
5G Repeaters

- Every 100m in your residential neighbourhoods



LED Smart Street Lights

- The unit on the top can replaced with many different sensors that follow the smart city protocols to communicate back to central control
- There is the potential for this to be abused: imagine cameras every 100m being monitored by an AI, or remote sensors pinging of your digital ID, or EV ID tracking your every move. But this is not explicitly written anywhere, **so what do you have to argue against: Healthier more efficient streets?**

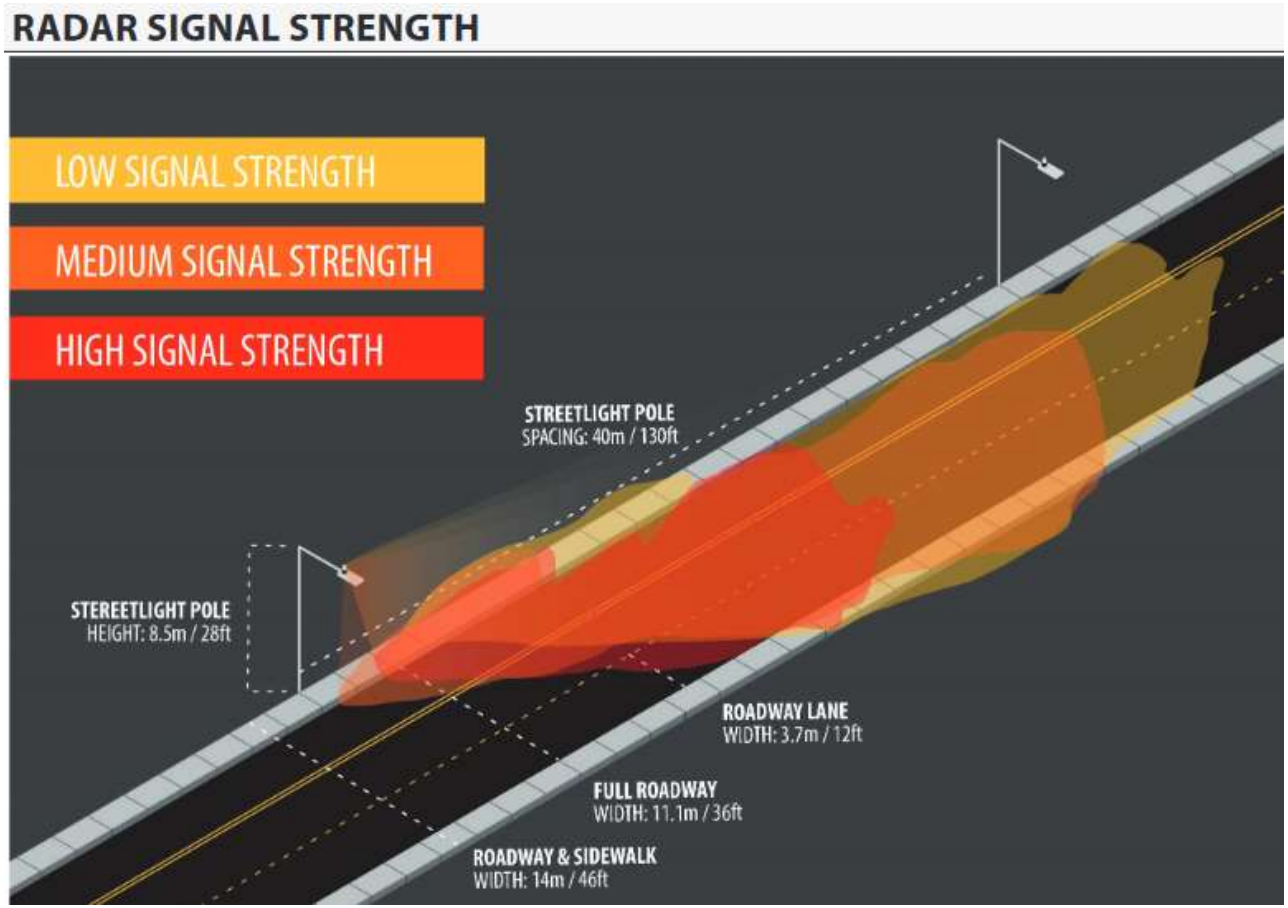


Multiple Sensors, ANY* Streetlight

- Watch this video: https://vimeo.com/637510804

- Any brand sensor can be installed on any brand streetlight with same plug type

Speed Monitoring



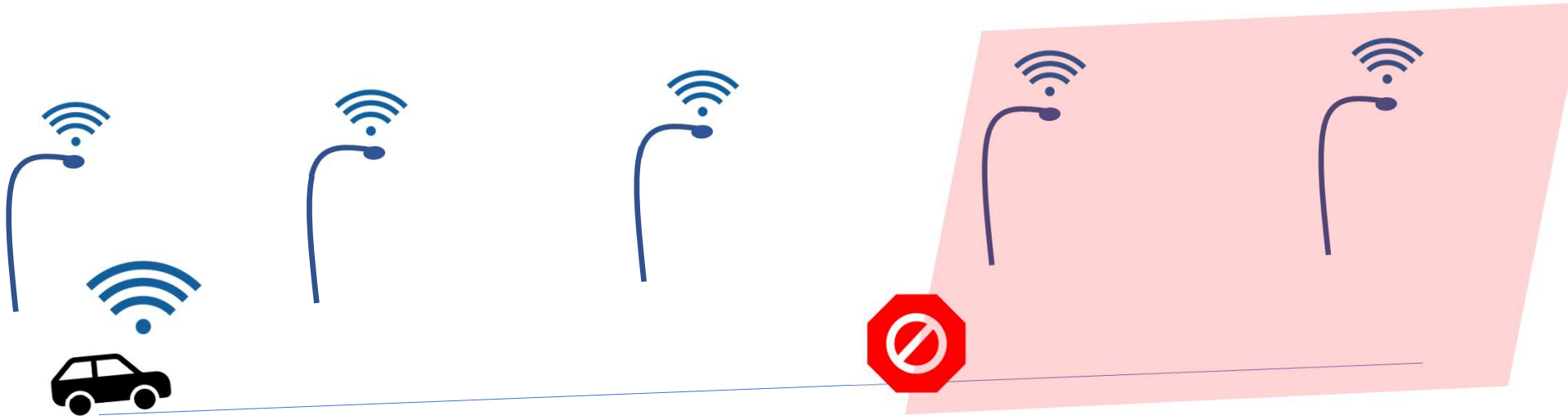
How this is being used today

- City of London:
  - Drivers are fined for driving petrol vehicles in emission free zones by network of cameras
  - The London street where so many drivers got fines for having certain types of cars the council made £2.2million – MyLondon
  - EU driver slapped with London emissions fines totalling £25,000 | London | The Guardian

How this could be abused

Imagine During the next lockdown if this infrastructure was in place

- If you travel outside of your zone you are fined
- If you travel too many kms you are fined
- All of your vehicle movements will be recorded and monitored forever, AI will track you
- EVs in the future could be set with boundaries where they turn off or stop if you go outside of your area.
- Most vehicles today can be hacked. Is there a kill switch in your car?



IEEE Standards for Smart Cities

Helping Enable Smart City Technologies for Humanity

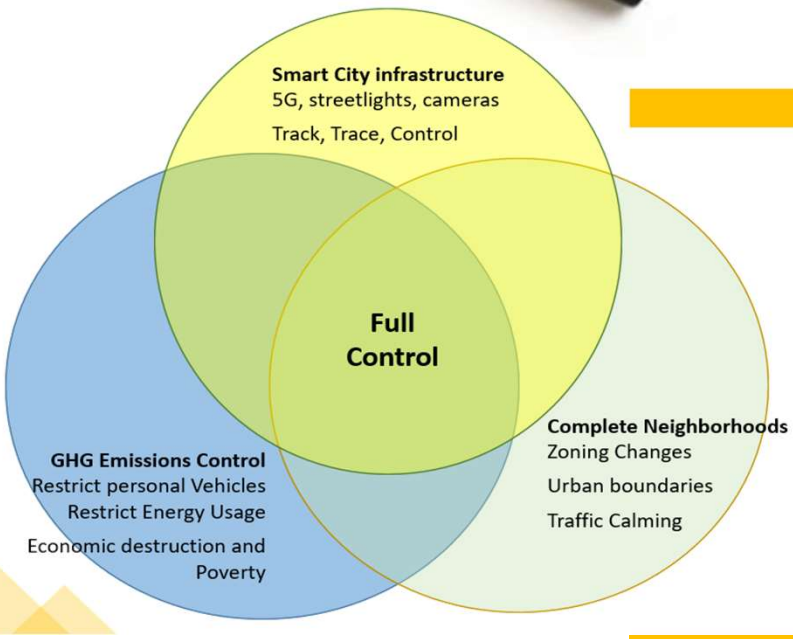
Smart City Standards

- Smart City infrastructure will follow international standards
  - https://engagestandards.ieee.org/smart-cities.html
  - https://www.iso.org/standard/69050.html
  - **TALQ2 Protocol for Smart Cities.**
    Open Smart City Protocol (OSCP)

- READ MORE ABOUT THESE LIGHTS HERE: https://coap.ca/therewaslight/

Where is the Danger?

- SDGs, Feds, BC Gov, Climate Plan, OCP, CleanBC are all aligned.
  - Not “IF” or “WHEN” This is happening NOW.
- There is no explicit dangers of the 15min city
  - Must combine all everything and think “how could this be abused”
- Money that comes with strings (PACE)
- The focus is always on:
  - Limiting personal transportation emissions
  - Creating more dense housing
  - Digitizing everything you own (so it may be controlled)



Conclusions

- BC Municipalities are implementing the SDGs and SMART Cities
- The plans are split up among multi levels and departments
- Most of the changes are DESIREABLE AND GOOD for urbanization
- But… plan also includes items which consolidate control and tracking of people. This can be abused.
- Further, the plans goals cannot be met in reality with electrical grid and current supply, therefor not only will vehicles switch to EV, there must necessarily be less vehicles and less travel.
- There is no legal requirement for the cities to follow these plans, the plans can be changed
- **The potential for abuse can be removed or limited leaving the benefits of these plans and preserving personal freedom**

ACTION PLAN – Reality Check

1. To stop <u>all of this</u> you will need to completely overturn and replace council and amend the OCP
2. *You'll be swimming against the current:*
    1. *Public opinion*
    2. *Most of the changes ARE GOOD*
    3. *Local, Provincial, Federal Govs*
3. *Its going to happen… But we can change <u>how it happens</u>*

ACTION PLAN –

DONTS

1. Run into city hall hootin' and hollering
2. *Be Rude, Lead with grand conspiracies*

DO:

1. *Learn the lingo, familiarize yourself with the city plans*
2. *Talk to City and confirm facts*
    1. *What equipment? What model? What's in the OCP? Where's the economic assessment?*
    2. *Compliment them and <u>LISTEN</u>*
3. *Speak to council members, business community, find out what's going on and what people think*

Action Plan - Strategy

Avoid the trap

1. Most of the changes talked about in the 15 minute city plans are actually good, will increase quality of life and have large support from the community

2. DON'T – Be the people rallying against clean air, less traffic, and walkable neighbourhoods.
3. DO – Be the people pointing out that we can have both improved quality of life AND privacy, liberty, and freedom of movement

If its not a conspiracy to take away your freedom, then they can add amendments to the OCPs to preserve citizens freedom and privacy in the plans.

Action Plan – Update OCP

When the OCP is renewed:

1. Lobby council to insert amendment that states:
   - The OCP affirms and recognizes that Kamloops citizens are free to travel and have a right to privacy. The city will not under take any measures, projects, or install any equipment that has the ability to:
     1. Track and identify people as they move throughout the city
     2. Track and identify vehicles as they move through the city
     3. Electronically control or restrict vehicle movements to certain areas of the city
     4. Fine vehicle owners or drivers for operating their vehicles in certain areas
     5. Carbon tracking, carbon reduction, climate action policies or emergencies are not an excuse to track, trace, control, fine, nudge, discourage, the otherwise free movements of Kamloops citizens and vehicles
     6. Kamloops will never undertake any project to physically restrict access of full size vehicles to residential areas
     7. Kamloops will never undertake any permanent project that could be used to physically restrict vehicles from travelling on existing roads such as:
        1. Electronic monitoring systems
        2. Physical gates
        3. Excessive fines on certain types and classes of passenger vehicles

Action Plan – Keep Free Market

Lobby City Council For:

1. Amendment to Bylaws stating:
    1. All businesses operating within the municipality must always offer:
        - A human checkout
        - A way for people to pay in cash
        - Must always allow full access to the store and services without a digital ID

    - 2. Must never:
        - Restrict access to a business on the basis of a digital ID
        - Require scanning or tracking of ID to enter or use the store
        - Install biometric or facial recognition in a merchant store

    - 3. This applies to:
        - Grocery & food stores
        - Any store which sells merchandise
        - Exceptions would have to be made for some service businesses

Questions