

Good morning Chair Nisan, Mayor Meed Ward and Members of Council

BurlingtonGreen is pleased to provide input for a few of the agenda items for the June 28th Environment, Infrastructure and Community Services Committee meeting. I hope you find the information provided to be helpful for your discussions and consideration. It is presented in the order of agenda listed items:

**1. EICS-08-23 Electric Mobility Update**

BurlingtonGreen was pleased to partner with the City to produce the comprehensive, community-focused E-Mobility Strategy for Burlington. Lynn Robichaud does an excellent job in her report highlighting key progress across four themes of the Strategy.

Our ongoing engagement communications with the community certainly reflects the referenced data presented, particularly in the areas of local electric vehicle ownership growth ( *“Ownership of full battery electric vehicles has increased by over 300 per cent since 2019 whereas, plug-in hybrid vehicle ownership has experienced a fifty per cent increase during the same time period”*). Additionally, we continue to receive public inquires regarding Burlington locations of charging stations, along with continued expressed frustrations regarding local dealership supply chain challenges. Our [Make the Switch web resource](#) continues to be a popular one, and we expect the proposed charging station at the Burlington beach parking lot to be highly used. BurlingtonGreen looks forward to co-hosting another successful EV information/test drive event with the City on Sunday, October 1st, 2023 at the BG Eco-Hub by the beach.

**2. ES-27-23 Civic Square and Brant Street renewal - project initiation**

It is good to see the inclusion of *“The project will be designed giving consideration for our warmer, wetter, wilder weather by incorporating features for climate resiliency.”* in the bottom of report Climate Implications section. The City may want to consider including LID (Low Impact Development) and Green Infrastructure design and application **in the list of design objectives** to better ensure these essential aspects are factored throughout the design and implementation process.

**3. RPF-13-23 Provisional Procurement Strategy for Light and Medium Duty Vehicles:**

With alignment to the City’s E-Mobility Strategy City Leadership theme re: Greening the City Fleet, hopefully some of the challenging supply chain issues can be overcome so that the City can move forward with the climate action priority procurement of zero emission models.

4. **EICS-07-23 Climate Resilient Burlington: A Plan for adapting to Our warmer, wetter and wilder weather progress report**

Another excellent progress report, by Fleur Storace - Hogan, emphasizing among other key points, that *“doing nothing is not an option to prepare for the impacts of climate change”*, and that the escalating costs are tremendous and *“adapting to climate change is more economical than not adapting to climate change.”* In regards to *“A risk for implementing the CRB plan exists if adequate staffing and financial resources are not available.”*, BurlingtonGreen fully supports Burlington Council Members in continuing to prioritize the deep investments required to both mitigate and adapt to climate change, locally, by ensuring the required staff resources keep pace with what is required to effectively implement the City’s Climate Action and Resiliency Plans. Additionally, given the quickening pace of climate change implications we are experiencing, it may be prudent and strategic to consider renewing the CRB more frequently than every five years. The interconnected nature of the CRB plan is ‘spot on’ given the cross-cutting implications ( and opportunities) applicable to all City departments, and the community /stakeholder collaborative focus of the Plan is also essential if we are collectively going to successfully *“ move from a culture of disaster recovery to one of risk preparedness.”*

5. **EICS-06-23 Corporate Energy & Emissions Management Plan progress report**

Another excellent report by Tom Pedlar, the proactive advancement of various initiatives with speed and scale to significantly reduce the City’s direct carbon footprint will continue to be essential in order to achieve the goal of having the City’s operations become net carbon neutral by 2040. And as [reported by the Atmospheric Fund](#) - *Halton’s emissions from natural gas are high compared to most other parts of the GTHA*, and thus, advancing further widescale energy efficiency projects and retrofits is essential. It is also interesting to note a relevant, potentially scalable solution by a local company that [produces natural gas from Ontario’s food waste](#), that could be helpful in making the shift from non-renewable energy sources.

Thank you for your time in reviewing and considering the above information and input.

Respectfully,



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BurlingtonGreen Environmental Association