Attachment A:

OurWinnipeg Climate Change Initiatives: Status Report

Introduction

The purpose of this document is to provide information on OurWinnipeg direction and strategies on climate change initiatives. OurWinnipeg is Winnipeg's 25-year blueprint that will guide the growth and development the physical, social, environmental, and economic development of our city as per The Winnipeg Charter. OurWinnipeg integrates four Direction Strategies that provide detailed policies, directions, and strategies necessary for implementation.

The four direction strategies are Complete Communities, Sustainable Transportation, Sustainable Water and Waste Infrastructure, and A Sustainable Winnipeg. This document summarizes the policies, directions, and strategies related to climate change included in each of the four Direction Strategies. In addition, this document provides references to climate change in the Transportation Master Plan - Moving Winnipeg Toward 2031.

References to Climate Change in OurWinnipeg

01-1c KEY DIRECTIONS FOR SPECIFIC CITY AREAS (Pg. 33)

Complete Communities: Centres and Corridors

Centres and corridors will be vibrant, pedestrian-friendly districts, within walking distance of home. They will afford the opportunity to buy groceries, enjoy a meal or do some window shopping in the neighbourhood. They will provide the option to choose from a variety of different housing types–from apartments, to single-family homes, to townhouses–as your housing needs change, without leaving the familiar neighbourhood with established social networks.

KEY DIRECTION - Focus a significant share of growth to Centres and Corridors in a manner that:

- Concentrates people and jobs in areas well-served by the primary transit service, located close to transit stops.
- Encourages a built form that supports a pedestrian friendly environment while incorporating climate sensitive site and building design.

01-4 HOUSING (Pg. 54)

DIRECTION 2: Collaborate with other levels of government and other partners to renew and regenerate Winnipeg's housing stock.

Enabling Strategies:

- Support improved energy efficiency and greenhouse gas emission reductions, and move towards compliance with contemporary building code standards.

02-2 ENVIRONMENT (Pg. 68)

DIRECTIONS:

- Reduce the environmental impact of our activities, through strategies such as planning for sustainable energy use and greenhouse gas reduction.

References to Climate Change in Complete Communities

The overall vision of Complete Communities is that the City of Winnipeg is planned and designed based on a logical urban structure that focuses growth and change to enhance existing assets, to create complete communities and complete existing communities, and to ensure a socially, environmentally and economically sustainable future through the integration of transportation planning, land uses, built forms and urban design.

03–1f Getting from Place to Place Downtown (Pg. 30)

KEY DIRECTION - Facilitate the movement of people and goods both within Downtown and to it from elsewhere in the city by focusing primarily on an enhanced array of transportation options.

The transportation network in the Downtown will include a wide range of mobility options by facilitating all modes of transportation, where feasible. The desire is to support active transportation solutions, to strategically manage vehicle traffic and public parking requirements, to further increase pedestrian traffic in commercial and retail areas and to support the efficient movement of commercial goods and services. To that end, **strategies will promote the movement of people and goods in a manner that reduces Green House Gas emissions and promotes sustainability**. This transformation will be guided over the coming years by the city's comprehensive Sustainable Transportation Direction Strategy and the Downtown Parking Strategy.

Transformative Areas > Our Downtown > Getting from Place to Place Downtown: Supporting Direction

DIRECTION 1: Prioritize pedestrian-oriented transportation generally, with particular attention to specific Downtown corridors.

DIRECTION 2: Support active transportation and public transit to and within Downtown.

DIRECTION 3: Through the City's Sustainable Transportation Strategy and through the development of a Downtown Parking Strategy (underway), support parking Downtown from a strategic economic development and traffic demand management perspective.

DIRECTION 4: Support the efficient movement of commercial goods and services to, from and within Downtown.

DIRECTION 5: Optimize the efficiency of existing transportation infrastructure Downtown.

03-2 Centres and Corridors (Pg. 34)

KEY DIRECTION - Focus a significant share of growth to Centres and Corridors in a manner that:

- provides compact, mixed-use, high-quality urban development.
- concentrates people and jobs in areas well-served by the primary transit service, located close to transit stops.
- concentrates urban development in a built form that helps to optimize existing investment, municipal infrastructure, and facilities.
- **encourages a built form that supports a pedestrian-friendly environment while incorporating climate-sensitive site and building design.**

Centres are divided into three types, corresponding to their intended scale of development intensity. Ordered from most to least intensely developed, they are:
1. Regional Mixed Use Centres
2. Community Mixed Use Centres
3. Neighbourhood Mixed Use Centres

Main types of corridors:
1. Regional Mixed Use Corridors
2. Community Mixed Use Corridors
3. Neighbourhood Mixed Use Corridors
4. Rapid Transit Corridors

03–2i Rapid Transit Corridors Centres and corridors (Pg. 61)
Transformative Areas > Centres and corridors > Rapid Transit Corridors: Supporting Direction
DIRECTION 1: Promote Transit Oriented Development (TOD) to accommodate growth and change at centres along Rapid Transit Corridors through integrated land use, transportation and infrastructure planning.
DIRECTION 2: Promote transit-supportive land use and urban form at centres along Rapid Transit Corridors.
DIRECTION 3: Promote Transit Oriented Development at centres along Rapid Transit Corridors through incentives and innovative approaches where required.

References to Climate Change in Sustainable Transportation

The Sustainable Transportation Direction Strategy provides a vision for transportation in Winnipeg for the next 25 years. Its emphasis is on moving people, goods and services in a way that is sustainable.

05-1 PUBLIC TRANSIT SYSTEM

Rapid Transit - The most appropriate form of rapid transit has to be selected within the context of each corridor. Light Rail Transit (LRT) and Bus Rapid Transit (BRT) are technologies that can be considered in Winnipeg's rapid transit service.

05-2b MANAGEMENT OF OPERATIONAL IMPROVEMENTS (Pg. 27)

It is essential that the management of the major street network be optimized through measures such as:

- Reducing delays and emissions through improvements to the traffic signal management system.
- Intelligent Transportation System tools.
- Minimizing delays and providing safe operating conditions through access management practices.
- Innovative intersection design (such as roundabouts) to reduce delay and emissions.
- Transportation Demand Management initiatives.

GOAL: A transportation system that supports an active, accessible and safe lifestyle – This goal will be measured by the following:

- Air emissions
- Bicycle and walking facility supply
- Bicycle use
- Pedestrian activity

References to Climate Change in the Transportation Master Plan - Moving Winnipeg Toward 2031

The Transportation Master Plan (TMP) was approved by Winnipeg City Council on November 16, 2011. This plan sets out a long-term strategy to guide the planning, development, renewal and maintenance of a multimodal transportation system in a manner that is consistent with projected needs, and aligned with the City's growth and the overall vision for a sustainable Winnipeg and region.

KEY STATEGIC GOAL SIX: A transportation system that reduces its greenhouse gas emissions footprint and meets or surpasses climate change and emissions reduction goals set by the City and the Province.

The sustainability of our City and fulfillment of Council's commitments through the Partners for Climate Protection program for action on climate change depend on reducing greenhouse gas (GHG) emissions. Achieving this goal will involve providing competitive mode choices, strategic integration of transportation and land use planning and other initiatives that result in fewer and shorter motorized trips. As well, recognizing that many opportunities for transportation-related GHG reductions are outside of the authority of the City, collaboration with other levels of government and other partners will be required.

5.1.2 Transportation Demand Management

TDM can provide economic, environmental and social benefits, in that it can help to reduce or defer the need for major road infrastructure improvements, reduce emissions and congestions, and improve public health and accessibility of employment opportunities.

DIRECTION 1: Develop and implement a series of TDM policies and programs.

DIRECTION 2: Support community stakeholders in the development and implementation of TDM initiatives.

5.2 Active Transportation

Active modes of travel result in reduced greenhouse gas emissions, improved air quality and maximizing the use of existing infrastructure.

KEY DIRECTION - Winnipeg's AT networks will to be designed, maintained and developed to ensure the accessible, safe, and efficient use for all users while balancing the needs of the different AT modes and trip types that all share the networks.

DIRECTION 1: Ensure that AT networks are planned, designed, implemented and maintained to address year-round access.

DIRECTION 2: Work with community stakeholders to ensure that changes to AT networks meet the needs of their respective users.

5.3 Transit

Rapid Transit - Rapid transit is envisioned on four corridors in Winnipeg in the TMP by 2031, with an additional two corridors beyond 2031.

KEY DIRECTION - Expansion of Winnipeg's transit network and services will enhance transit as a mode choice if it provides good coverage and a basic level of service to all areas of the City and an effective network of rapid transit.

DIRECTION 1: Provide efficient and effective transit service to all areas of the city.

Enabling Strategies

j) Manage fleet and operations to maximize environmental benefits of transit and explore and implement opportunities to reduce energy consumption and emissions.

References to Climate Change in Water and Waste Infrastructure

The Sustainable Water & Waste Direction Strategy promotes actions required to protect public health and safety, ensure the purity and reliability of our water supply and maintain or enhance the quality of our built and natural environments.

04-4 MAXIMIZE OUR EXISTING WASTEWATER TREATMENT AND COLLECTION SYSTEM CAPACITY (Pg. 25)

04-4a Capacity Management Operations and Maintenance (CMOM)

The City will continue to strategically invest in the regional wastewater interceptor and local wastewater systems to ensure that they are safe, reliable, robust, cost effective, and practicable.
These investments have the potential of:

- Reducing demands on non-renewal resources, (e.g., more efficient gas engines, chemicals for wastewater treatment process, etc.)
- Reducing demands on electricity through the use of more energy efficient devices (e.g., pumps, lighting, temperature setbacks, gravity-based solutions for wastewater flows)
- Lowering the greenhouse gas (GHG) footprint of these facilities

05-2 COMPREHENSIVE WASTE MANAGEMENT STRATEGY (Pg. 32)

There is a need to integrate and optimize the service level and efficiency of all facets of the solid waste management system, while minimizing environmental impacts. Carrying out a comprehensive waste management strategy would address these objectives. The beneficial outcome of this process would include for example, **reduced GHG emissions** and less reliance on landfilling.
The elements included in such a strategy would include but not be limited to the following programs/opportunities:

- 05-2a Recycling
- 05-2b Source Separated Organics
- 05-2c Resource Recovery Opportunities
- 05-2d Methane Gas Capture
- 05-2e Organic Material Processing and Energy Recovery
- 05-2f Manage the Disposal of Construction and Demolition Waste

08-3 SOLID WASTE MANAGEMENT SUPPORTING POLICIES (Pg. 51)

Policy 3 - The City will seek to evaluate programs for capturing and/or producing energy from organic waste.

- The City will take steps toward evaluating one or more alternative waste technologies to reuse and/or capture energy from organic waste to maximize the safe, cost effective extraction of useful energy from its organic waste streams and minimize the methane and carbon dioxide emissions associated with organic waste. The evaluation process will consider the financial, social and environmental impacts for organics transportation and processing.

References to Climate Change in A Sustainable Winnipeg

A Sustainable Winnipeg is an integrated community sustainability strategy that outlines a plan of action, proposes a system of sustainability indicators and measures.

05 The Foundation: Leading by Example (Pg. 16)

Direction 2: Incorporate sustainable practices into internal civic operations, programs and services.
Enabling Strategies:

- Develop and maintain a sustainability directive for the Winnipeg Public Service to embed sustainable thinking and action into the City of Winnipeg's operations.
- Identify potential changes to business practices to reduce resource use, and develop a plan to incorporate changes.
- Create a corporate waste diversion strategy for the organization, including baselines and benchmarks.
- In partnership with the community, create and maintain a Climate Change Action Plan to reduce the City of Winnipeg's corporate greenhouse gas emissions by a further 20% below 1998 levels.
- Establish corporate greenhouse gas reduction targets for 2020 and 2035.
- Green the City's fleet operations through a plan that includes direction on anti-idling, efficient vehicles, use of alternate fuels and the right-sizing of the fleet.
- Investigate opportunities to sell greenhouse gas emission reductions as carbon-offset credits.
- Solicit input from citizens and other interested parties on potential innovative funding tools to support sustainability efforts.

09 Continue to Respect and Value our Natural and Built Environment (Pg. 36)

What Winnipeggers Told Us

Winnipeggers spoke passionately about their natural environment through SpeakUp Winnipeg and demanded decisive action in several key areas, including:

- Climate change, both as a civic government and as a community.
- Increased opportunities for waste reduction.

Direction 1: Reduce the environmental impact of our actions Enabling Strategies:

- Maintain a **Climate Change Action Plan** to reduce the City of Winnipeg's operational greenhouse gas emissions by a further 20 per cent below 1998 levels.
- Establish a corporate greenhouse gas reduction target for 2020 and 2035.
- Create and maintain a **Climate Change Action Plan** to reduce Winnipeg's community-wide greenhouse gas emissions by 6 per cent below 1998 levels.
- Establish a community-wide greenhouse gas reduction target for 2020 and 2035.
- Create and maintain a **Corporate Energy Plan** that focuses on reducing energy consumption and on promoting the use of renewable energy sources.
- Continue to expand the active transportation network and other active transportation initiatives.
- Measure our Ecological Footprint and develop strategies to reduce it.

10 First Steps (Pg. 42)

The implementation of A Sustainable Winnipeg will be coordinated with OurWinnipeg and its other three Direction Strategies

Short- term actions will be prioritized for immediate action:

1. Commitments within the Sustainability Priority of **A Call to Action for OurWinnipeg**:
   - Sustainable Procurement Community Network and Corporate Sustainable Procurement Policy
   - Green standards for City buildings
   - Green Workplace initiative
   - Greenhouse Gas Reduction Strategy
   - Green Fleet Vehicle Plan
   - Examine curbside composting
   - Residential Toilet Rebate Program