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| Budget Status | |
|---|---|
| | Fully funded or existing budget |
| | Partially funded |
| | Requires new funds |
| | Unclear or incomplete |

| Action | Status |
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| **Strategic Opportunity #1: Corporate Leadership** | Primary Responsibility / Budget status |
| Celebrate staff taking initiative in corporate and community climate action. | Initiatives include: City Hall 'Waste Warriors' and office composting programs, commuter challenge events, GoManitoba Sign up Competition, employee sustainable commuter survey, Race to Reduce Lobby Events, Employee News circulations, videos and Winnipeg Climate Action Plan Summary.<br>Office of Sustainability |
| Incorporate a Climate Action Plan alignment section into all Council reports. | On September 10, 2019, EPC concurred in the motion from Riel Community Committee which directed the CAO to:<br><br>"refer to the City of Winnipeg Climate Action Plan, and consider and advise as a part of every report, whether the recommendation is consistent with the City of Winnipeg's objectives and targets with respect to reducing greenhouse gas emissions and adapting to the harmful impacts of climate change."<br>Office of Sustainability |
| Integrate sustainability and climate action into procurement standards which can demonstrate increasing impact from year to year. | In 2018, the City of Winnipeg's *Materials Management Policy* was updated to direct the procurement of sustainable goods and services as a key guiding principle. This is defined as "environmentally, socially and economically preferable goods that have a more beneficial or less adverse impact on the economy, environment, health and social well-being when compared with competing goods."<br><br>In 2019 new reporting requirements were |

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| | introduced related to fuel type and usage by third-party contractors to assist with calculating GHG emissions and the City's corporate carbon footprint associated with procurement.<br>Office of Sustainability |
| Encourage department ownership of climate mitigation measurement, ongoing reporting and implementation through a cross-departmental working group on Climate Change. | The Climate Change Working Group meets regularly to collaborate on actions and enhance communication between departments.<br><br>The Public Service has been provided GHG worksheets to support departments with emission calculations. This is one way to support business cases for projects with measureable environmental benefits.<br>Office of Sustainability |
| Undertake detailed greenhouse gas and economic modeling of the Climate Action Plan to understand the estimated costs and benefits to the City of implementing the Plan. | An application is under review by the Innovation Department. Several departments are interested in collaborating on this modelling to assist with alignment between strategic plans.<br>Office of Sustainability |
| Establish a dedicated Climate Action Reserve Fund (CARF) to support implementation of this Action Plan. | The request for a CARF was not supported in the 2019 Budget. The 2020 CARF budget request is currently being considered.<br>Office of Sustainability |
| Create an annual capital program for departmental sustainability and climate initiatives. Applications should be accepted by all departments. | Action is contingent on the establishment of a CARF (see above).<br>Office of Sustainability |
| Incorporate climate action priorities into the annual budget process to ensure the City has resources to implement priority projects. | Public Service has been directed to identify budget risks for project implementation of the short, medium, and long-term actions as part of the yearly budget processes. Departments are developing business cases, and submitting through the annual budget process. |

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| | The Asset Management prioritization tool (and associated benefits evaluation criteria) was updated to give greater weight and provide clearer guidance and support related to the environmental benefits of capital investments.<br>Office of Sustainability |
| Implement energy benchmarking for all City owned Buildings (using Portfolio Manager) to identify opportunities for improved energy performance. | The Office of Sustainability has inputted over 500 of the City's buildings into ENERGYSTAR Portfolio Manager for benchmarking and monitoring purposes.<br><br>Municipal Accommodations is in the process of hiring an Energy Analyst who will work to integrate benchmarking into an ongoing program related to the utility performance of facilities. Funding for such initiatives has yet to be secured.<br>PP&D |
| Conduct an energy audit of all City facilities to seek opportunities to implement equipment and programs that will maximize energy performance. | Municipal Accommodations is in the process of hiring an Energy Analyst whose duties will include initiating energy audits to improve the utility performance of facilities. Funding for such initiatives has yet to be secured.<br>PP&D |
| Ongoing implementation of the Green Fleet Plan (2010) to reduce vehicle emissions. | In 2019, the Office of Sustainability will be conducting an employee commuting survey to assist with transportation demand management objectives.<br>WFMA |
| Conduct a comprehensive business case evaluation of the City electric vehicle pilot project and look to accelerate the electrification of the City's fleet. | Pilot project underway with deployment of two electric vehicles.<br>WFMA |

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| Implement the 'Intuitive Routing System' program, which provides information to service providers conducting work on behalf of the City on the most optimal route for completing their required visits each day while ensuring minimal vehicle kilometers travelled. Benefits from a climate change mitigation lens include, but are not limited to: reduced fuel, reduced paper and minimized distance travelled for unscheduled enforcement requests. | This project has been implemented in the WPA's operations.<br>WPA |

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| Building on direction from the Corporate Waste Strategy (2015), examine procurement policies to look for opportunities to reduce consumption. | The Sustainable Procurement Working Group supports the waste reduction activities and recycling is embedded in existing contracts and bid specifications. Examples of materials that are currently sent for proper end of life management and recycling include: shredded paper and record destruction services, lamps and ballasts, scrap metal, oils, lubricants, solvents and related materials, blue box materials (bottles, cardboard, cans, plastic containers, paper, etc.), batteries, E-waste, toners, organic materials and pens and writing instruments (in select locations).<br><br>In 2018, Materials Management included 100% recycled post-consumer waste paper into the City's paper contract.<br><br>In 2018, the Water and Waste Department awarded a contract to Mother Earth Recycling for a pilot project to recycle mattresses and box springs collected at Brady Road Resource Management Facility.<br><br>In 2019, Corporate Finance implemented a new process for introducing Paperless Invoicing. This was supported by Innovation Fund.<br><br>In 2019, the Office of Sustainability collaborated with Golf Services to support electrification of golf carts at two City-owned golf courses.<br><br>Office of Sustainability |
| Support local food procurement at City of Winnipeg facilities. | Ongoing review of opportunity through Sustainable Procurement Working Group.<br><br>Office of Sustainability |

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| Work with Winnipeg Food Council to advise on opportunities for greenhouse gas mitigation, including local food procurement, support for urban agriculture, and promoting plant-based diets. | In 2018, Office of Sustainability made a presentation to the Winnipeg Food Council.<br><br>Office of Sustainability |
| Supported by the Winnipeg Food Council, create the Winnipeg Agricultural and Food Strategy to improve food security and address food system issues with respect to climate mitigation and resiliency. | In 2018, the Food Council secured a $7,500 grant from Innoweave (McConnell Foundation). The resulting deliverable (the Food Council work plan) lays out what is needed to begin the Agricultural and Food Strategy. In July 2019 Council approved a grant of $25,000.00 in the form of a single source contract with Food Matters Manitoba for a Winnipeg Food Council Coordinator, who will move this forward, provided funding for this position is included in the City's multi-year budget.<br><br>Office of Sustainability |
| Incorporate climate risks and mitigation targets and opportunities related to land use, transportation and development into *OurWinnipeg* review that is currently underway. This will necessitate a review of all four Direction Strategies (*Sustainable Winnipeg*, *Sustainable Water and Waste*, *Sustainable Transportation* and *Complete Communities*). | The Office of Sustainability has been engaged in the OurWinnipeg review process, providing feedback that reflects climate risks, mitigation and opportunities described in the Climate Action Plan where possible. Environmental Resilience is prioritized as one of six localized United Nations Sustainable Development Goals. The Climate Action Plan's greenhouse gas target is reinforced in OurWinnipeg policy in order to elevate its importance and other policy has been aligned with the Climate Action Plan. The proposed OurWinnipeg Strategic Priorities Action Plan intends to further elaborate on the policy and evidence-informed targets.<br><br>The new Complete Communities Direction Strategy is planned to be designed to meet the 2030 Land Use performance indicator. This indicator states that 50% of all new residential construction will take place in strategic infill locations.<br><br>Office of Sustainability |

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| Incorporate climate risks and mitigation targets and opportunities that relate to parks and recreation development as part of the Recreation and Parks Strategies and Urban Forestry Strategic Plan. | The Recreation & Parks Strategies project is ongoing and will be complete in 2020. Current efforts and future opportunities to mitigate and adapt to climate risks over the next 25 years will be included.<br><br>In 2019, the Climate Change Working Group reviewed climate mitigation priorities and staff participated in a workshop on climate adaptation and climate risks.<br><br>Office of Sustainability |
| Incorporate climate risks and mitigation targets and opportunities into the anticipated Transportation Master Plan update and the Winnipeg Transit Master Plan. | In 2019, the Climate Change Working Group reviewed climate mitigation priorities and staff participated in a workshop on climate adaptation and climate risks.<br><br>Office of Sustainability |
| Incorporate climate risks and mitigation targets and opportunities into the Comprehensive Integrated Waste Management Strategy (CIWMS). | The CIWMS 5-Year Review was presented to Council in June, 2019. The Review took into consideration the strategic directions and targets identified in the Climate Action Plan.<br><br>In 2019, the Climate Change Working Group reviewed climate mitigation priorities and staff participated in a workshop on climate adaptation and climate risks.<br><br>Office of Sustainability |

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| Collaborate with senior levels of government for increasing investment in programs supporting climate action. | In 2019, the Office of Sustainability in collaboration with the Water and Waste Department secured funding from the federal government's Low Carbon Economy Fund to expand the landfill gas capture system at the Brady Road Resource Management Facility.<br><br>In 2019, Office of Sustainability secured funding from Natural Resources Canada to develop a building energy labelling and disclosure program.<br><br>FCM funding was received through Winnipeg's participation in Canadian Urban Sustainability Practitioners (CUSP) to support Local Energy Access Program and community coalition on energy poverty.<br><br>The Office of Sustainability has submitted an application to Natural Resources Canada under the Zero Emissions Vehicle Infrastructure Program to install 12 (Level 2) electric vehicle charging stations at four City facilities.<br><br>The Office of Sustainability has also supported several applications for federal funding to advance climate resiliency actions.<br><br>Office of Sustainability |
| Leverage funding from the province and federal governments to advance climate action. | See notes above.<br><br>Office of Sustainability |
| Engage Winnipeg's Indigenous population on issues around climate change. | In 2019, two indigenous-owned businesses received funding to receive training and certification as Climate Smart Businesses. This pilot project was funded by the SPC on Innovation.<br><br>A Winnipeg Climate Action Plan presentation |

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| | was made to the Mayor's Indigenous Advisory Circle.<br>Office of Sustainability |
| **Strategic Opportunity #2: Empower Community Leaders and Collaborate with Stakeholders** | |
| Establish a Community Advisory Committee representative of the local population and a series of Community Action Teams to provide strategic advice and guidance during the implementation of the Plan. The Action Teams will support collaboration amongst the City and community in advancing action. Establish clear roles and responsibilities, terms of references, and transparency in roles, participation, and outcomes. | In 2019, the Office of Sustainability is establishing a community action team/coalition related to energy poverty and the Local Energy Access Project (LEAP) funded by FCM.<br><br>Other community action teams will be established as resources become available and clear roles and outcomes are defined by the City and / or community.<br>Office of Sustainability |
| Engage with the Mayor's Indigenous Advisory Circle twice a year to solicit feedback on actions, priorities, and opportunities for engaging Winnipeg's Indigenous community. | In 2019, the Mayor's Indigenous Advisory Circle met and discussed the Winnipeg Climate Action Plan.<br>Office of Sustainability |
| With every new transit, cycling or pedestrian infrastructure investment, launch an education and awareness campaign targeting City residents who live and work in the areas served by the infrastructure to gain the most from the City's investments in infrastructure (including GHG emissions reductions). | Some newly constructed cycling infrastructure is presented to the public with a marketing/education campaign.<br>Public Works |
| Develop and implement a strategy to empower and celebrate community-led climate action successes by advising on funding opportunities, technical expertise, and facilitating organization/industry/ government linkages. | In 2019, the Winnipeg Public Library initiated a "Green it. Mean it!" workshop series with a focus on people who are actively living a sustainable lifestyle. Examples of topics explored to date include: electric vehicles, low waste living, solar energy, how to use less |

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| | water, and urban beekeeping.<br>Office of Sustainability |
| **Strategic Opportunity #3: Advancing Sustainable Transportation** | |
| Integrate and align transportation master planning with land use planning by conducting a comprehensive review of transportation and development bylaw, policy and regulation for alignment with *OurWinnipeg.* | Unsure of funding status as elements of this process need to be part of the Winnipeg Transit Master Plan, the Transportation Master Plan and *OurWinnipeg* review.<br>Transit |
| Deliver continuous improvement in transit service with a focus on customer service, reliability, and route connectivity, and public education. | This planning is part of the Winnipeg Transit Master Plan. Implementation will require additional operating and capital funds.<br>Transit |
| Improve existing park and ride services, and increase the total number throughout the City. Explore partnerships to increase convenient park and ride services. Work with retailers with large surplus parking close to transit services and with the Winnipeg Metro Region to increase availability of park and rides near the City boundary, to facilitate ridesharing across the region. | Identifying park and ride locations and developing a strategy around them is part of the Winnipeg Transit Master Plan, which is fully funded. Construction of lots (or modification to existing lots that will be used) as well as marketing and communications are not currently funded.<br>Transit |
| Improve active transportation connectivity to transit services by installing sidewalks and cycling routes to link stops with the surrounding community, and provide bike racks at stops and on buses. | This planning is part of the Winnipeg Transit Master Plan. Implementation will require additional operating and capital funds.<br>Transit |
| Implement the policies included in the Transit Oriented Development Handbook, which guides and facilitates mixed-use, pedestrian-oriented infill development along high frequency transit corridors. | General implementation requires no additional budget (staff time only). Station area planning and other potential tools may require budget.<br>PP&D |

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| Align transit route planning with growth and development trends to ensure neighbourhoods undergoing transition have convenient and frequent transit services. | This work is underway through development of the Winnipeg Transit Master Plan and Complete Communities Direction Strategy.<br>PP&D |
| Require sidewalks in new residential developments to ensure safe walking routes to transit stops. | Ongoing discussion on how to plan for sidewalks continues between Transit/PP&D/Public Works. This will be considered in the Winnipeg Transit Master Plan, Complete Communities Direction Strategy and the Transportation Master Plan.<br>Transit |
| Ensure street network layout in new communities forms an overarching grid pattern with direct connections to adjacent neighbourhoods to allow for convenient and efficient transit routes. | Ongoing discussion on how to plan for the creation of an overarching grid continues between Transit/PP&D/Public Works. This will be considered in the Winnipeg Transit Master Plan, Complete Communities Direction Strategy and the Transportation Master Plan.<br>Transit |
| Accelerate the implementation of the Pedestrian and Cycling Strategies (i.e., through increased funding, staffing levels). | Not meeting Pedestrian and Cycling Strategies proposed goals for funding or staff levels.<br><br>The Innovation Program has approved a submission for BikeShare and is currently working with the PWD on pre-requisite by-law information.<br>Public Works |
| Continue to fund the Bike Education and Skills Training Program currently run by the Green Action Centre in partnership with Seven Oaks School Division and MPI. Work with partners to pilot, improve, and expand the program to other school divisions. | Initiative ongoing.<br>Public Works |
| Continue to fund and develop W.R.E.N.C.H, an organization focusing on core area education and outreach on bike repair. | Initiative ongoing.<br>Public Works |

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| Continue to partner and promote initiatives that encourage active transportation (e.g., Bike to School Month and Commuter Challenge). | Initiative ongoing.<br>Public Works |
| Enhance operation and maintenance of pedestrian and cycling facilities during winter months through re-prioritization of snow-clearing activities, assessing equipment needs, and engaging the active transportation community. | 2019/2020 winter season will be first year of implementation of enhanced snow clearing for AT facilities program.<br>Public Works |
| Update the City's Snow Clearing Priorities to align with sustainable transportation modal shift goals. Adopt Priority 1 Pedestrian and Cycling snow clearing network Policy and associated budget that is separate and distinct from road priority snow clearing routes. | 2019/2020 winter season will be first year of implementation of enhanced snow clearing for AT facilities program.<br>Public Works |
| Adopt intelligent railway crossing measurement and compensation mechanisms that reduce congestion due to railway crossings. | The Transportation Division (Signals Branch) and the Smart Cities Program are working on pilot projects with Trainfo, a firm that collects data regarding the detection of trains for road network users such as motorists, first responders, etc.<br>Public Works |
| Adopt intelligent and automated signal timing systems that adapt signal timings to weather and traffic conditions, alleviating congestion and reducing transit times. | For future consideration by Transportation Division (Signals Branch) and the Smart Cities Program as part of the Traffic Management Centre (TMC). The TMC is a facility that monitors traffic on the roads using a system of cameras.<br>Public Works |
| Improve clarity and precision of Transit services through enhanced data analytics and insights into Transit service consumption and delivery. | Work being done in the Open Data Portal will facilitate future improved clarity and precision of data.<br><br>Winnipeg Transit is in the process of developing analytics using a business analytics platform to develop a suite of KPI tools and dashboards which allows for assessment of the performance of the transit system.<br>Public Works |

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| Develop an Electric Vehicle Strategy for Winnipeg. | Not yet initiated.<br><br>The Office of Sustainability applied for federal funding in September 2019 to support electric vehicle charging infrastructure in four public locations.<br><br>Public Works |
| Partner with Red River College's Electric Vehicle Technology and Education Centre (EVTEC) to develop an education and information program to inform citizens about the latest developments and opportunities related to electric vehicles, charging infrastructure and policies. | Not yet initiated.<br><br>Public Works |
| Building on the momentum of the Electric Bus Pilot Project, plan for and initiate the deployment of electric buses at a larger scale. | Funding in place to create an electrification plan that includes 12-20 electric buses.<br><br>Transit |
| Prepare a transition plan outlining approaches to network integration, facility needs (charging facilities and storage), and maintenance requirements and expected training considerations. | Plan and costing will be determined for an initial set of 12-20 electric buses. Costs for further electrification will need to be based on the outcomes of operating these buses for a period of years.<br><br>Transit |
| Leverage funds from the Government of Manitoba or federal government to support the planning, capital investment, and operating costs associated with the shift. | The Electric Bus Pilot Project is planned for submission under the Investing in Canada Infrastructure Program with consideration under the Public Transit Infrastructure Stream.<br><br>Transit |
| **Strategic Opportunity #4: Facilitate** | |

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| **Compact, Complete Development and Increase Density** | |
| Complete the Residential Infill Strategy which will provide direction for infill development that supports complete communities and increased mobility options. Implementation tools that should be considered include innovative financial incentives (e.g. taxation, permits), nonfinancial incentives (e.g. streamlining permit process) and opportunities to enhance customer service by establishing clearer systems and simpler permitting pathways to help reduce processing times. | In 2019, PP&D advanced the Residential Infill Strategy Implementation Action Plan which will provide direction for infill development that supports complete communities and increased mobility options. Deliverables include a Housing Needs Assessment, zoning by-law improvements, parking and transportation strategies.<br><br>Community consultations are currently underway on the infill design guidelines and intensification criteria.<br><br>PP&D |
| Complete the *OurWinnipeg* Residential Growth Study which will identify priority areas for residential growth within Winnipeg. | Ongoing. Results of the Growth Study will be embedded into the new Complete Communities Direction Strategy. Planning to consult on various growth scenarios in November 2019.<br><br>PP&D |
| Develop neighbourhood design guidelines and other tools that incorporate design elements essential to support a shift to sustainable modes of travel and which capitalize on opportunities to use passive renewable energy (e.g. street and lot orientation to capture passive solar energy). | High-level design guidance, including some focusing on facilitating sustainable modes of transportation, will be provided in various sections of the new Complete Communities Direction Strategy, where appropriate. Stand-alone guidelines would be developed following adoption of the new Complete Communities Direction Strategy and will be prioritized in relation to other competing priorities.<br><br>PP&D |
| In new transit-oriented development, ensure there are active transportation linkages and connections to facilitate a connected, diverse and sustainable transportation network. | The existing Transit-Oriented Development Handbook provides design guidelines.<br><br>High-level design guidance enabling sustainable modes of transportation will be included in various sections of the new Complete Communities Direction Strategy, where appropriate.<br><br>PP&D |

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| Gain further insight into the opportunities and constraints to transit-oriented development through the current Eastern Corridor Study. | Included for consideration as part of the Eastern Corridor Study. This is currently on hold until completion of Winnipeg Transit Master Plan. PP&D |
| Develop a Brownfield Redevelopment Strategy for public and private lands. Implementation tools that should be considered include financial incentives to encourage redevelopment of key sites, development approval process incentives that encourage private sector investment into redevelopment activities, and streamlined processes. | Direction on brownfield redevelopment is being sought through the Our Winnipeg and Complete Communities Direction Strategy review process. PP&D |
| **Strategic Opportunity #5: Low Carbon and Energy Efficient Buildings** | |
| Advance a business case analysis to support the design and development of a residential and commercial energy performance program that includes both financial and non-financial incentives. | Not yet initiated. PP&D |
| Work with the Manitoba Chapter of the Canada Green Building Council (CaGBC Manitoba Chapter) – and Manitoba Hydro to generate Winnipeg-specific energy performance data for existing buildings with a goal of strategically targeting the highest emitting buildings to ensure the greatest return on investment. | The Office of Sustainability's building energy benchmarking, labelling and disclosure program will explore this opportunity. PP&D |
| Review City By-Laws to identify opportunities to facilitate retrofits and renovations that improve building energy performance, and/or increase the presence of renewable energy technologies. | Not yet initiated. PP&D |
| Work with key stakeholder groups to accelerate the implementation of an energy performance labelling program for existing and new buildings. | In 2019, Office of Sustainability secured funding from Natural Resources Canada to develop a building energy benchmarking, labelling and disclosure program. |

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| | Planning is underway with a focus on voluntary disclosure from commercial and institutional buildings, including the City of Winnipeg.<br><br>Office of Sustainability |
| Complete a review of existing practices used to enforce existing Energy Codes and determine if there are opportunities for continuous improvement and innovation. | PP&D's Manager of Commercial Construction Permits is a member of the Standing Committee for Energy Efficiency with Canadian Commission on Building and Fire Codes for the National Research Council (NRC), which reviews and writes codes for energy efficient buildings in Canada.<br><br>The Manager of Commercial Construction Permits has also been appointed to the National Research Council's Climate-Resilient Buildings and Core Public Infrastructure Initiative. This public infrastructure initiative is a $42 million program which addresses climate change and building infrastructure through design guides and code changes. Best practices and other insights from these committees are used to inform the department's enforcement of existing Energy Code and support continuous improvement.<br><br>PP&D |
| Review City By-Laws to identify opportunities to help facilitate the innovative application of technologies that reduce energy use, and/or increase the presence of renewable energy technologies. | Not yet initiated.<br><br>PP&D |
| Work with American Society of Heating, Refrigeration and Air-Conditioning Engineers (ASHRAE), Building Energy Management Manitoba (BEMM), CaGBC, BOMA, Sustainable Buildings Manitoba and other key stakeholders such as builders to develop and offer courses to support green building standards. | Not yet initiated.<br><br>Office of Sustainability |

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| Work with American Society of Heating, Refrigeration and Air-Conditioning Engineers (ASHRAE), Building Energy Management Manitoba (BEMM), CaGBC, BOMA, Sustainable Buildings Manitoba and other key stakeholders to provide access to locally-sourced (when possible) green building material resources. | Not yet initiated.<br>Office of Sustainability |
| **Strategic Opportunity #6: Waste Reduction and Diversion** | |
| Implement direction from the Comprehensive Integrated Waste Management Strategy to advance the priority of organic material diversion from landfill. | The Water and Waste Department will be reporting back in Council in 2019 with recommendations for a residential food waste collection pilot.<br>Water & Waste |
| Continue to invest in educational and awareness programming to help maximize waste Diversion. | The Water and Waste Department continues to educate and promote current waste diversion programs through existing budgets.<br><br>Recommendations regarding expanded promotion and education programs identified in the CIWMS Review will be provided to Council, along with the updated 10-year financial plan for the Solid Waste Utility, in Q3 2020.<br>Water & Waste |
| Continue to work with key stakeholders to accelerate the implementation of the Biosolids Master Plan and maximize the diversion of biosolids from landfill. | Planning undertaken for a new Class A digestion facility with capacity for future growth.<br><br>Biosolids composting will continue on an as-needed basis to meet final cover needs at the Brady Road Resource Management Facility.<br>Water & Waste |
| Strategically support (incentives, pilot projects, etc.) the application of biosolids in agriculture and the use of biosolids in soil manufacturing. | In May 2018, the City received regulatory approval for a three year (2018-2020) soil fabrication pilot project at Summit Landfill. In 2018, approximately 7,005 wet tonnes of biosolids were beneficially used as part of this |

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| | pilot project. The pilot will continue through 2019 and 2020.<br><br>The City received regulatory approval for in-field storage and land application of biosolids in July 2018. Approximately 10,932 tonnes of biosolids were stored in-field, and subsequently applied to agricultural land in the RM of Rosser.<br><br>Water & Waste |
| Complete a feasibility analysis to determine the value of investing in integrated resource recovery projects (including capture reuse of methane and combined heat and power) within the City's wastewater facilities and landfills. | The Water and Waste Department will continue to assess the feasibility of converting landfill gas to energy with its partners. $200,000.00 was approved in the 2016 Capital Budget for this project<br><br>Water & Waste |
| **Strategic Opportunity #7: Community Climate Resiliency** | |
| Develop a Climate Resiliency Strategy. Ensure the Strategy considers the co-benefits and opportunities for alignment with the City's climate mitigation efforts. | Via the 2020 Budget process, the Office of Sustainability has requested 1 FTE to be the dedicated lead on the development of a Climate Resiliency Strategy.<br><br>In 2019, the Climate Change Working Group discussed climate mitigation priorities and staff participated in a ½ day workshop on climate adaptation and climate risks.<br><br>In 2019/20, the Water and Waste Department is planning to update its LiDAR data to improve flood mapping, support bank stabilization and will continue to coordinate with the Red River Basin Commission on water mapping within the regional watershed.<br><br>Office of Sustainability |
| Encourage climate-friendly landscaping in residential, commercial and industrial | |

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| buildings | Not yet initiated.<br>Office of Sustainability |
| Launch a public awareness campaign to highlight opportunities for residential climate resilience initiatives, including backyard composting and use of rain barrels. | Not yet initiated.<br>Office of Sustainability |
| Explore regional opportunities to better connect the ecological network to add resiliency to Winnipeg and surrounding municipalities. | $100,000 from Water and Waste Department budget was used to support the Netley-Libau Marsh restoration project.<br><br>In 2019/20, the Water and Waste Department is planning to update its LiDAR data to improve flood mapping, support bank stabilization and will continue to coordinate with the Red River Basin Commission on water mapping within the regional watershed.<br>Office of Sustainability |
| Continue and explore opportunities to expand the Winnipeg Releaf Program. | In September 2019, Mayor Bowman announced the One Million Tree Challenge to encourage people, organizations to plant one millions trees before the population reaches one million.<br>Public Works |
| Continue partnership with the University of Winnipeg and Trees Winnipeg to map the City's canopy cover and to determine canopy cover targets for the city overall and for various land use categories. | Canopy cover will be addressed in the City's Comprehensive Urban Forest Strategy including canopy cover recommendations.<br>Public Works |
| Prepare an Urban Forestry Strategic Plan that includes key indicators based on public health and climate mitigation considerations. The Strategic Plan should recognize and consider different strategies for Winnipeg's diverse communities, including new, developing and mature neighbourhoods. | Comprehensive Urban Forest Strategy is in progress with projected completion in June 2020.<br>Public Works |

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| Continue to work with neighbourhoods /communities to ensure equal access to resources and funds that facilitate urban forest initiatives. In these cases, the City should consider how best to enable community organizations or other neighbourhood scale forestry investment initiatives. | Currently being addressed via Councillor Land Dedication Reserves on ad hoc basis and within existing budget. Expansion of these initiatives is limited due to lack of existing resources.<br>Public Works |