# OurWinnipeg
# Phase 2 - Stakeholder Engagement Summary

# OurWinnipeg – Phase 2

*Stakeholder Engagement Summary*

2018 - 2019

## Background

The Phase 2 *OurWinnipeg* review process took place during 2018 and 2019. Phase 2 stakeholder engagement processes assessed the relevance and effectiveness of *2011 OurWinnipeg* 2011 policy to achieve desired community outcomes. City subject matter experts were consulted on the merits of existing *OurWinnipeg* policy direction and whether meaningful implementation steps had occurred since its adoption in 2011. Best practice research identified the United Nations Sustainable Development Goals (UNSDGs) as a framework to measure OurWinnipeg policy progress against global outcomes. The sustainable development and human rights-based framework with 17 goals expands on the social, environmental and economic sustainability goals of OurWinnipeg 2011 and became the inspiration for a proposed 6 localized goals framework for *OurWinnipeg 2045* policy.

## Engagement

The OurWinnipeg Community Advisory Committee, community-based stakeholders and City of Winnipeg subject matter experts were the focus of Phase 2 policy development engagement rather than the public. Phase 2 requested that the OurWinnipeg Community Advisory Committee members and City of Winnipeg subject matter experts test the ongoing relevance of policy direction as it was realigned with the localized UNSDG framework. This was deemed necessary because the proposed goal and objective framework represented a significant departure from the *OurWinnipeg* 2011 document structure. Specific external organizations were also invited to share their perspectives through a policy co-creation process. These organizations were referred to as 'anchor institutions' because of their broad community membership and expertise that was aligned with the draft goals, objectives and policy intent. The *OurWinnipeg* review team supplemented this outreach by attending ten community events and workshops to build its knowledge related to the goals.

A number of tasks were conducted by the *OurWinnipeg* review team as a basis for engaging with internal and external stakeholders:

- Each existing policy direction statement in *OurWinnipeg 2011* and its companion documents, was realigned within the proposed new sustainable development goal framework;
- Policy language was assessed for strength and degree of commitment in response to feedback previously provided;
- A determination was made of areas where more policy emphasis would be beneficial based or where gaps existed based on evidence of the current community and organizational state;
- Policy redundancies were identified and eliminated,
- *OurWinnipeg 2011* companion documents were also reviewed for relevant policy content which was retained. More recent City plans or strategies that address companion document content, but were more up to date, were also integrated into the review for policy consideration. This deemed the companion documents redundant and proposed for repeal; and,
- A policy numbering system was introduced for ease of referencing and input tracking.

## Key Findings or What We Heard

- The consensus view from internal and external stakeholders was that it was difficult to fully assess the ongoing merits of *OurWinnipeg 2011* policy direction without additional context, and that insufficient progress had been made toward policy implementation.
- Feedback from internal and external stakeholders on the proposed localized sustainable development goal framework was positive overall with respect to providing appropriate context for a review of ongoing policy relevance.
- Phase 2 participants expressed the value of the iterative co-creation policy process and appreciated being involved early in the process. Many advocated for more diversity and representation in community-based organizations outreach and involvement in the review, especially with Indigenous Peoples.



**To learn more about the OurWinnipeg review, please visit [winnipeg.ca/ourwinnipeg](winnipeg.ca/ourwinnipeg)**

Winnipeg

## Phase 2 Activities Summary

| Activity | Details |
|---|---|
| **Best Practice Research** | • Best practice research was performed with the intent of providing clearer context for existing policy direction to test its ongoing relevance, including the United Nations Sustainable Development Goals.<br>• Additional research identified a number of cities world-wide that have embraced the UNSDG framework as a means of assuming responsibility for and measuring progress against the goals. Locally, a United Way Winnipeg initiative known as 'Peg' had developed a set of community indicators for Winnipeg and aligned this measurement model with the UNSDGs. This work paints a relevant picture of the current state of the Winnipeg community. This work provided evidence to guide the development of draft objectives and policy direction for the *OurWinnipeg 2045* goals.<br>• The *OurWinnipeg* review team attended ten community events and workshops to build its knowledge related to the goals. |
| **Internal Stakeholder Engagement** | • Sixteen (16) interdepartmental presentations and discussions occurred to build a common understanding of goals, policy direction and early action ideas that could achieve the goals. Many one-on-one meetings took place with subject matter experts to propose and edit policy direction. Five (5) policy drafts were developed and circulated for feedback over an 8-month period to build consensus and improve policy quality. |
| **Community Advisory Committee Meetings** | • The fourteen (14) Community Advisory Committee (CAC) members contributed to the continuous questioning and recommendations for improvement throughout the review process. Five Committee meetings were held during Phase 2 to share information, and seek input on the sustainable development framework, policy direction, public engagement activities, and city-wide priorities. |
| **Anchor Institution Consultation** | • Thirteen (13) external organizations were invited to share their perspectives through a policy co-creation process. These organizations were referred to as 'anchor institutions' because of their broad community membership and expertise that was aligned with the draft goals, objectives and policy intent. Two policy drafts were shared confidentially with them for feedback and to assess if community needs were adequately represented in policy direction. Evidence-informed feedback was considered and integrated. |
| **Other Community Feedback** | • Six (6) written submissions from the following organizations provided additional feedback for consideration in the draft Plan and are attached in Appendix A:<br>o Canadian Community Economic Development Network Manitoba<br>o Manitoba Artist Run Centres Coalition<br>o Manitoba Eco-Network<br>o Right to Housing Coalition- City Working Group<br>o Winnipeg Airports Authority<br>o Winnipeg Chamber of Commerce |



**To learn more about the OurWinnipeg review, please visit [winnipeg.ca/ourwinnipeg](winnipeg.ca/ourwinnipeg)**

Winnipeg

## What We Heard

| What We Heard | How It Was Considered* |
|---|---|
| The consensus view from internal and external stakeholders was that it was difficult to fully assess the ongoing merits of policy direction without additional context, and that insufficient progress had been made toward policy implementation. | An alternative localized policy framework inspired by the 17 United Nations Sustainable Development Goals was developed in order to provide clearer context for policy review.<br><br>Action ideas were accumulated from the engagement in iterations of policy review for consideration during the Plan implementation phase, post-adoption. |
| Feedback from internal and external stakeholders on the proposed localized sustainable development goal framework was positive overall with respect to providing appropriate context for a review of ongoing policy relevance. | The localized sustainable development goal framework became the basis for realignment of existing policy, identification of policy gaps and development of a final draft Plan for Phase 3 of public engagement. |
| Phase 2 participants expressed the value of the iterative co-creation policy process and appreciated being involved early in the process. Many advocated for more diversity and representation in community-based organizations outreach and involvement in the review, especially with Indigenous Peoples. | Feedback influenced early Phase 3 development in relation to how to frame the Strategic Priorities Action Plan process and public, stakeholder and rightsholder engagement, to be more participatory and representative of the community. |

## Next Steps

Feedback from all sources and all draft policy iterations will be used to compile a draft Plan for Phase 3 public engagement.

A public engagement process will be designed to ensure that the public is well informed about the intent of the proposed *OurWinnipeg 2045* and has an opportunity to identify whether the draft Plan adequately reflects community priorities identified in Phase 1.

## Appendices

**Appendix A** – Written submissions

# Informal Submission to the City of Winnipeg's *OurWinnipeg* Policy Review

**By the Canadian Community Economic Development Network – Manitoba**

**July 2019**

**The Canadian CED Network – Manitoba** | www.ccedneta  rcdec.ca
202-765 Main Street | Winnipeg MB | R2W 3N5

## Introduction

This document has been prepared by the Canadian CED Network-Manitoba (CCEDNet Manitoba) in response to the City of Winnipeg's Urban Planning Division's call for policy review feedback for *OurWinnipeg*. The following is an informal response to this call, intended to remain communicated between CCEDNet Manitoba and the City of Winnipeg. We appreciate the opportunity to contribute to the city's planning process.

CCEDNet Manitoba is a member network comprised of non-profits, social enterprises, co-operatives and individuals all practising community economic development and working towards the goal of building strong and equitable communities. We promote community economic development (CED) as a comprehensive and integrated approach to improving economic, social and environmental conditions in communities. This approach understands that solutions to complex community challenges will be most successful and sustainable when they are community-led, intersectional, and comprehensive.

Doing the work of creating stable, inclusive and resilient communities is vital and absolutely within the reach of municipal governments. Our collective aim is for a city that is inclusive, equitable, sustainable, and good for all citizens to live in. That work must be informed by communities and their input needs to ultimately influence action and decision making.

## Overall Feedback

The six goals with enhanced local resonance identified by OurWinnipeg are logical and visionary, and we believe that they are a coherent framework to guide our city's planning document.

In fact, we have found that the six themes identified corroborate and align well with the six themes of our Network's forthcoming renewed policy package. Each year, members of the Canadian CED Network - Manitoba come together with proposed public policy recommendations, primarily intended for the Province of Manitoba, the City of Winnipeg, and Manitoba municipalities. This year, we are finishing a process to reorganize the wide mandate of our Network into a cohesive policy package. Our forthcoming document, tentatively titled *Solutions from the Community Economic Development Sector: A Communities Agenda for Manitoba's Social, Economic, and Environmental Future* will be launched in August 2019.

Our vision statement - *Sustainable and inclusive communities directing their own social, economic and environmental futures* - directs the six themes of our renewed policy package that are a roadmap to achieve our vision. We were very intrigued to find many parallels between our themes, and the identified themes of OurWinnipeg. Below, they are presented with the corresponding OurWinnipeg theme area.

| | |
|---|---|
| **1. Social Future: Ending Poverty** | Good Health & Well Being |
| **2. Economic Future: Local and Fair Economic Development** | Economic Prosperity |
| **3. Environmental Future: Tackling Climate Change** | Environmental Resilience |
| **4. Sustainable Communities: Community-Led Development** | City Building |
| **5. Inclusive Communities: Inclusion, Diversity, Equity, and Access** | Social Equity |
| **6. Democratic Communities: Directing Our Own Future** | Leadership & Good Governance |

We see it as an exciting concept that our six theme areas have some overlap with the identified themes of *OurWinnipeg.* We believe that our vision fulfills the concept of economically, socially, and environmentally *Complete Communities.* We will be submitting our renewed policy mandate to the City of Winnipeg, and would be happy to speak in more detail with the Urban Planning Division in the future.

As far as we can tell from reviewing the document, we are supportive, particularly given the commonality in big ideas to achieve the kind of communities, and city, we envision. We believe that inclusion of these six pillars, as well as an emphasis on community economic development, community development, poverty reduction, local economic development, and environmental resilience is significant within the document.

We would like to note that members of our Network, or likely average citizens, may find it challenging to digest the suggestions of the document or to understand exactly what is meant. Perhaps a plain language version or case studies would be helpful to strengthen the community comprehension of the document. As well, examples of where OurWinnipeg planning frameworks or recommendations have already been in place or working in the community could be helpful to illuminate the document. This is a suggestion that we would be happy to partner or co-create together with the Urban Planning Division.

The remaining comments we have will pertain to the 2018 Submission made by our Network. We have copied and included the submissions we made in 2018, and added 2019 commentary *in italics* based on a review of the proposed policy review of OurWinnipeg in 2019.

## CED Policy Framework and Lens

There is an opportunity in every municipal program and policy, including in those we have recommended below, for the City to contribute to the development of sustainable communities, the development of strong and inclusive local economies, and to reduce poverty. A Community Economic Development Lens would pose a series of questions to help City departments examine how policies and programs can maximize multiple social, economic and environmental benefits for communities.

**CCEDNet Manitoba recommends** that the City develop and implement a municipal Community Economic Development Policy Framework and Lens to ensure that the development of all municipal programming and policies include consideration of the

implications for sustainable and inclusive community and economic development.[1] The recommendations following would all form crucial elements of a CED framework - from the way decisions are made to the impact of City action on poverty reduction, housing, food security, and employment, a more cohesive and coordinated framework for action is essential to create more impactful government action.

***2019 comment*** *- it's encouraging to see a CED lens adopted to some aspects of the OurWinnipeg policy review, notably present in Objective EP2 #69 and Objective EP3 #70. This is a very important step forward and we believe is particularly useful in the Winnipeg economic prosperity context. We would encourage an even greater integration of the CED Policy Framework and Lens within the entire OurWinnipeg document, as it is an approach that fulfills inclusive & sustainable community economic, social, and environmental development. However,we believe it is encouraging to see the integration of our local approach and nationally-renowned best practices in CED incorporated into aspects of the document.*

## Co-Creation Framework and Policy

Co-creation refers to the practice of bringing multiple stakeholders together to develop policy, programming and practice that will impact the community or stakeholders in question. Co-creation processes that support local decision making and community ownership are a key component to sustainable, inclusive communities and economies. End-users or stakeholders affected by policy and programming decisions are often not meaningfully engaged in the design and implementation process. This results in the exclusion of high-value and/or grassroots expertise, and ultimately decreases the value of government investment. Co-creation frameworks ensure that marginalized voices are heard and utilized in an effective way that increase the impact and value of governments' policy and programming decisions.

**CCEDNet Manitoba recommends** the City of Winnipeg adopt and implement a co-creation framework in policy and programming decisions including ongoing development and implementation of *Our Winnipeg*. Where a policy of co-creation cannot be used, the City should engage in meaningful consultations that includes:

- Reasonable participation timelines that all stakeholders and participants understand and agree upon.
- Identifies roles and responsibilities of different partners.
- Clarity on how and to what degree feedback will influence action and decision making.
- Reporting back those consulted with the results of the consultations.

[1] For more information on what a CED Policy Framework and Lens looks like, see https://www.ccednet-rcdec.ca/sites/ccednet-rcdec.ca/files/ccednet/Federal_Policy_Framework_Report_1.pdf.

***2019 comment:*** *It's encouraging to see community engagement around a review of OurWinnipeg, and we look forward to continuing to engage with the process. We would suggest that an inclusion of the role of Winnipeg's Neighbourhood Renewal Corporations, who are well placed to help with development and particularly implementation of OurWinnipeg, be articulated within the document. More details on how we envision this inclusion and acknowledgement of the position of NRCs can be found in our Policy Resolution 2019-3.*

## Procurement for Community Benefit

As Winnipeg sees more rapid growth, our city will need the resources, programming and infrastructure to keep up with demand. One way that the City of Winnipeg can help meet this demand while assisting community economic development initiatives is through strategic purchasing.

Strategically purchasing from businesses that are owned locally, employ local people, pay a living wage, and spend their profits locally creates an economic multiplier effect that benefits the local economy. Furthermore, the City of Winnipeg can support individuals facing barriers to employment by targeting procurement to social enterprises who train and hire these individuals. Employment, reduced poverty, environmental sustainability, reduced crime, improved health outcomes and more resilient local economies are all products of social enterprises, cooperatives and non-profits. While the there is a growing awareness of these benefits, social procurement is not always at the forefront of decision making.

**CCEDNet Manitoba recommends** that the City of Winnipeg implement procurement strategies across government that generate additional value through enhanced economic, social and environmental outcomes. This can be accomplished through 1) increased purchasing from social enterprises, cooperatives and non-profits, 2) an increase in purchasing local and sustainable food, and 3) increased purchasing from social enterprises providing job training opportunities for people facing barriers to employment.

A key element of a CED lens, a broad social procurement program could be accomplished without any significant increase to the budget. A staff of three individuals could develop policies to analyze current procurement patterns, and an internal communications plan to advance the policies through the City's departments. This staff complement would cost less than $300,000 per year but would result in a impact significantly greater than this to the local economy and the city.

***2019 comment:*** *it is encouraging to see an inclusion of a social procurement lens, particularly understanding the potential social and economic impact of strategic*

*procurement practices, in Objective EP3 72. We would like to highlight the other benefits beyond local employment for people with barriers to workforce participation that community benefits or social procurement can provide, including enhanced local economic development, environmental sustainability and resilience, reducing poverty, and reduced crime and involvement with the justice system. The City of Winnipeg can leverage all these benefits through a social procurement policy and direct purchasing from social enterprises where appropriate. Examples of opportunities for the City of Winnipeg to pursue procurement in these ways from social enterprises that are ready for public investment include BUILD, Purpose Construction, Mother Earth Recycling, Compost Winnipeg, Diversity Foods, and a number of small catering and other industry social enterprises.*
*We also believe that the adoption of a social procurement policy and an update to current criteria could be achieved through current staffing and political resources, given the recent development of similar policies since our submission in 2018 in Calgary, Edmonton, Saskatoon, Vancouver, and Toronto.*

## Poverty Reduction

Poverty remains one of the biggest challenges Winnipeg communities are facing. This challenge can only be confronted with the participation of communities, the private sector, the non-governmental sector and government. Communities in Winnipeg's most impoverished neighbourhoods have been working together through community based organizations to deliver innovative and community owned initiatives with the intention of effectively reducing poverty and improving social wellbeing. While CCEDNet Manitoba understands that poverty reduction requires efforts on all levels of government, the City of Winnipeg can and must contribute to this work.

CCEDNet Manitoba is working with members and partners through Make Poverty History Manitoba to create a community-led suite of recommendations for the City of Winnipeg that could form the basis of a comprehensive municipal poverty reduction strategy, including setting targets and timelines for reduction, clear direction from Mayor and Council, targeted policy and program suggestions, and the need to advocate to other levels of government on key issues. Members of the group developing this plan have been in contact with City representatives. The plan should be finalized and launched in 2018.

**CCEDNet Manitoba recommends** the City take the advice of this broadly representative group in working to formulate a comprehensive strategy to end poverty in our city. Many of the suggestions throughout this submission will be included or similar to recommendations in this plan. *Our Winnipeg* should clearly articulate how the City will ensure services are accessible to all citizens regardless of socio-economic status and how it will contribute to ending poverty in Winnipeg.

Notably, the Province has begun to take action through a mandated review of poverty reduction legislation. While new legislation was required in 2017, the Province failed to meet this deadline. However, they have now opened up the consultation process and have committed to release an updated plan with targets and timelines in 2018.

**CCEDNet Manitoba recommends** that the City follow the Province's process closely, looking for ways to leverage and complement Provincial action within *OurWinnipeg* for greater impact, as well as opportunities to advocate for stronger action from both Provincial and Federal governments.

***2019 comment:*** *it is promising to see a deep commitment to poverty reduction, social inclusion, and well-being within OurWinnipeg. Since this initial submission, it was also encouraging to see Winnipeg Executive Policy Committee unanimously vote to create a Winnipeg Poverty Reduction Strategy over the next year. We know that this work must and will occur in tandem with OurWinnipeg. This begs the question whether OurWinnipeg might be updated given any new information or ideas when Winnipeg's Poverty Reduction strategy is released.*
*We believe strongly and agree with the assertion in the document that "directing attention to long-term sustainability goals for the community creates economic growth that can also advance the City's long-term financial sustainability by reversing the expensive and reactive or 'downstream' service delivery costs." Absolutely, we couldn't agree more. This is where a CED lens is so important. We believe that CED is a fundamentally different approach. Rather than a band-aid, or charity approach to addressing social or economic challenges in our community, CED prioritizes economic growth that is rooted in community ownership and keeping wealth within communities where it's generated. We look forward to ongoing conversations about applying this lens to poverty reduction goals within OurWinnipeg and the forthcoming poverty reduction plan.*

## Living Wage

A key element of poverty is of course, income. Therefore, a living wage is an important piece of the discussion on poverty reduction. A living wage reflects what earners in a family need to bring home based upon the actual cost of living in a specific community. A living wage alleviates severe financial stress for families by helping to lift them out of poverty and providing a basic level of economic security. Research has shown that paying a living wage has concrete benefits for employers including: reduced absenteeism; increased skill, morale and productivity levels; improved customer satisfaction; and enhanced employer reputations. While paying a living wage is voluntary, the City of Winnipeg can demonstrate leadership and set an example that other employers will emulate.

**CCEDNet Manitoba recommends** that the City of Winnipeg implement a living wage policy created in collaboration with community stakeholders to ensure that their employees and contracted services are paid at least a living wage.[2]

***2019 comment:*** *We would like to reiterate this policy recommendation as an important part of complete communities, poverty reduction, and local economic development.*

## Affordable Housing

CCEDNet Manitoba continues to advocate for a greater role for the City in the creation of affordable housing. As our population grows, our lack of affordable and social housing becomes increasingly apparent. Our current population is struggling to access affordable and social housing as our existing stock erodes. It is well documented that stable housing leads to a number of benefits including maintained health, increased access to the labour market, poverty reduction, and the creation of safer and more inclusive communities.

**CCEDNet Manitoba recommends** that the *OurWinnipeg* plan needs to include a housing plan that sets out targets for units, a strategy for working with other levels of government and the use of non-funding based methods recommended below to encourage the development of affordable housing.

**CCEDNet Manitoba recommends** that an adequate housing plan for the City of Winnipeg would continue to fund the Housing Rehabilitation Investment Reserve, continue to support provincial and national housing initiatives, and take the following actions:

- Regulate the conversion of rental stock to condominiums when vacancy rates fall below 4%.
- Establish policy for all surplus land disposal that ensures non-profit and cooperative housing providers are prioritized for receiving surplus land for the purpose of creating affordable housing.
- Develop affordable rental housing at a higher rate than the current 10% of new rental units.
- Develop a regular and transparent process for reviewing and adjusting the size of the HRIR to ensure that it is meeting housing needs in Winnipeg.

***2019 comment:*** *It's very significant to see inclusion of housing and the City's role within it in Objectives HWB2 95 and 96. We continue to assert that affordable housing is an*

[2] The living wage for a community needs to be periodically recalculated to account for changes in the cost of living in a community. The most recently calculated living wage for Winnipeg is $14.54/hour. https://www.policyalternatives.ca/publications/reports/family-living-wage-manitoba-0

*important policy priority for the City to continue and expand its role as a cornerstone of complete communities. The above specific policy recommendation, as well as any ongoing updates from the Right to Housing Coalition, continue to be the main policy recommendations from our Network.*

## Food Security

Food security is a key piece of creating vibrant and healthy communities. A lack of healthy and affordable food that is produced and delivered through sustainable food systems has impacts on many areas of life. Some of the benefits of promoting food security include job creation, environmental sustainability, and healthier citizens who are empowered to strengthen their communities through sustainable food systems. Many residents in Winnipeg live in food insecure households, a condition that leads to the development of chronic diseases such as diabetes.

CCEDNet Manitoba is pleased to see the creation of, and appointment of individuals to, a Winnipeg Food Council. However, in order to be effective in helping achieve food security for Winnipeg communities, this council requires adequate resources. The 2018 City of Winnipeg Budget did not allocate funding to the council.

**CCEDNet Manitoba recommends** that the City of Winnipeg, in developing and implementing *OurWinnipeg*, integrate and leverage the Food Council's policy recommendations.

**CCEDNet Manitoba** further recommends that, in order for the council to advise and assist the city throughout the development and implementation of a municipal food security strategy, the City of Winnipeg should commit $175,000 annually to operate the Winnipeg Food Council.

***2019 comment:*** *It is again promising to see the inclusion of food security within Objective HWB1 84 and 85, in addition to the recent funding and support for Winnipeg Food Council and Strategy. We will continue to advocate for the City of Winnipeg's role in ensuring access to healthy, secure food for all citizens.*

MANITOBA ARTIST RUN CENTRES COALITION

June 25, 2019

To: OurWinnipeg
CC: The Mayor's Committee on Heritage, Arts and Culture

From: Manitoba Artist-Run Centres Coalition (MARCC)

Dear OurWinnipeg,

The Manitoba Artist-Run Centres Coalition (MARCC), represents 19 visual arts presentation (gallery) and education centres primarily located in Winnipeg, Manitoba. Each of our organizations work with hundreds of volunteers of all ages and backgrounds. Together, our members and audience participants number in the thousands, comprising the visual arts "scene", engaging Winnipeg's diverse community and enhancing the quality of life in our city.

MARCC is aware that OurWinnipeg is developing a comprehensive new 25-year plan for the city of Winnipeg. We strongly recommend that this plan prioritizes arts and culture through an increase in funding to the Winnipeg Arts Council and to arts organizations who otherwise receive their funding directly from the city.

The Winnipeg Arts Council Report, *Ticket to the Future*, reinforces that the arts are a vibrant economic driver for our city. For each $1 of civic investment, there is an additional $18 in private capital generated. The arts employ thousands of people in the city (Winnipeg's creative industries employs more than 25,000 workers - six per cent of the city's total labour force) all of whom spend their money here; the arts bring thousands of guest artists and tourists to Winnipeg each year.

When asked what makes Winnipeg "Winnipeg", most people in Canada will tell you, "the vibrant arts scene." Known as the 'Cultural Cradle of Canada,' it is who we are.

The arts grow Winnipeg's economy, create healthier communities and a sense of identity and pride. The arts attract newcomers and introduces and retains a young audience to the city. Arts and culture bring people together. Winnipeg is diverse and will become more so. The programs and experiences that the arts provide build bridges. They activate urban spaces and make our downtown neighbourhoods safer. They drive urban renewal. They provoke inspiring conversations. Arts and culture have been proven to improve participants' physical and mental health. Arts and culture help the viewer to make and find meaning.

Now is the time to acknowledge the true value of art in our city and decide on the role we want it to play over the next 25 years: what it contributes, materially and spiritually, and its potential to make Winnipeg even better. Now is the time to plan and invest.

Sincerely,

MARCC Executive Committee

marcc.chair@gmail.com
www.marcc.ca

# MANITOBA ECO-NETWORK

3-303 Portage Ave., Winnipeg MB R3B 2B4
Tel: 204-947-6511 Fax: 1-866-237-3130 www.mbeconetwork.org

July 15 2019

Attention: Laura Rempel
Planner, City of Winnipeg

**RE: OurWinnipeg Policy and Implementation Plan**

The Manitoba Eco-Network (MbEN) appreciates this opportunity to comment on the *OurWinnipeg* policy and implementation plan. Since 1988, MbEN has promoted positive environmental action by supporting people and groups in our community. MbEN is currently transitioning our programming to focus more on policy advocacy, engagement in consultation processes and developing capacity building tools that benefit the environmental non-profit sector and our member groups. We welcome more opportunities in the future to work with the City of Winnipeg in the development of new policies, plans and programs.

It should be noted that the timing of your request and the very tight timeframe for comments has restricted the feedback we were able to provide and is a reflection of the Policy Committee of our Board of Directors, as we did not have time to solicit feedback from our member groups. Our feedback has thus been limited to the comments provided below.

**General Comments:**

- We commend the City of Winnipeg for using the Sustainable Development Goals (SDGs) Framework to update the *OurWinnipeg* policy and implementation plan. The SDGs recognize the need for policies and plans that address social equity issues, health, education and economic growth in a way that also addresses pressing environmental issues like climate change and the protection of water resources. By taking such an approach in the revision of the *OurWinnipeg* policy, the City has signalled a commitment to moving in a more sustainable direction.
- MbEN was pleased to see numerous commitments throughout the *OurWinnipeg* policy and implementation plan to strengthen community partnerships, empower community organizations, and increase opportunities for community-led action. We hope this important commitment will translate into more funding opportunities and access to resources for the community organizations involved in such partnerships and collaborative community projects.
- MbEN feels there is a need to reorganize the *OurWinnipeg* objectives and policies. The current organization of the document makes it difficult to identify the full scope of policy changes in certain important areas. It would be helpful if the policies were grouped by subject matter in separate categories such as: materials management, climate change, and water protection. It is further difficult to know what has been lost with the current policies, as contained in *A Sustainable Winnipeg Direction Strategy* and *Sustainable Waste and Water Directional Strategy*.
- The scale of policy statements also made it difficult for comparative purposes. The mixture of high-level policies in the same category as very specific policies with clear

targets and timelines makes it difficult to understand how certain policies are related and how such policies will fit together in the overall policy framework. MbEN also feels the high-level approach taken in some policies made it difficult to understand how such policies would work in practical application. MbEN suggests updating general policies to include more measurable goals and data collection commitments in order to improve the transparency and compatibility of the *OurWinnipeg* policies.

- We were pleased to see the list of key terminology in the Glossary. However, the lack of definition for many important terms such as "circular economy", "climate equity" and "integrated planning and service delivery" made it difficult to understand the scope and potential impact of some policies without an indication of how the City defines such terms. MbEN would welcome the opportunity to provide additional comments on the completed list of terminology.

**Leadership and Good Governance:**

- MbEN commends the City's commitment to taking on a stronger environmental leadership role. MbEN agrees the City should lead by example and help foster a more collaborative approach to municipal governance. To this end, we are pleased to see policies that support meaningful, inclusive and informed community engagement, the facilitation of community partnerships and commitments to collaborative climate action. To set a real example in *OurWinnipeg* and move beyond the standard set by the Provincial Government, the City should embrace this opportunity.
- Leadership and good governance involves acting in the intergenerational public interest, and we would like to see more policies that reflect this important characteristic. We suggest that one significant means of demonstrating environmental leadership and acting in the intergenerational public interest would be the recognition of environmental rights in *OurWinnipeg*. The city should be commended for recognizing the need for further consideration of human and group rights and should take the opportunity to join the growing number of Canadian municipalities, including the Manitoba communities of The Pas, Whitemouth, Dunnottar, Thompson, Stonewall, Shamattawa and Selkirk, that have demonstrated environmental leadership and recognized the "right to a healthy environment".
- We are pleased to see commitments to the empowerment of community leaders and the utilization of community partnerships in implementation and delivery of services. In this regard, we feel there is a need for stronger policy commitments to more predictable and sustainable funding opportunities and access to resources that will better enable our civil service, the citizens of Winnipeg and other community organizations to undertake such collaborative action.
- In terms of the policies discussing decision-making processes, MbEN requires greater transparency in terms of what "evidence-based" decision-making is going to look like in practical application. We also felt there was too much emphasis on the "evidence-based" aspect of decision-making. MbEN feels that "transparency" and "accountability" are equally important elements of decision-making and should be equally emphasized. Proposed planning practices such as "gender based analysis" and "integrated life-cycle planning" require more detailed descriptions which would help improve the transparency of the *OurWinnipeg* policies.

- More transparency is required in *OurWinnipeg* in terms of how the various policy commitments will be monitored and evaluated for effectiveness. More clarity is needed about the "evidence-based sustainability indicators" that will be used including how such indicators will be developed and if the community will be consulted. MbEN feels that transparency could be further improved by making a commitment in *OurWinnipeg* to Open Government and Open Data Principles. There is a need for more policies that ensure data is open by default and access is facilitated under the FAIR principles (findable, accessible, interoperable and reusable). It may be that the City requires an independent auditor of Sustainable Development.

**Environmental Resilience:**

- The term "environmental resilience" for this section does not adequately capture the elements of SDGs 6, 7, 12, 13, 14, and 15 that this section is supposed to reflect. Of these, only SDG 13 and 14 explicitly mention resilience, and both include this approach as one of many necessary steps in the move towards a more sustainable society. MbEN recommends changing this section title to better reflect the range of policies that are included and ensure *OurWinnipeg* is focused on taking proactive measures that enable Winnipeg not just to be "resilient" to climate change, but instead to shift society towards a more sustainable future.
- While "environmental resilience" may not be the appropriate section title, we are supportive of policies aimed at improving environmental resilience to climate change and environmental disasters. MbEN would like to see stronger commitments to improving the community's resilience to extreme heat and cold (ex. frozen pipes, heat stroke, infrastructure resilience) and the creation of new infrastructure that can better adapt to environmental change. Vulnerability assessments for climate change should be standard practice and we note Canadian cities such as Ottawa, Montreal, Hamilton, Kingston, Vancouver and Halifax have declared climate emergencies.
- We were pleased to see numerous policies committed to climate change action and recommend commitments, such as those in Policies 21, 37 and 43 aimed at GHG reductions, be revised to meet Canada's Paris Climate Summit Commitment. MbEN would also like to see more clarity in terms of how various policy commitments to mitigate climate change impacts, such as through "valuing, preserving and creating natural ecosystems within the built environment" will work in practical application. Suggested approaches include the incorporation of EGS into planning/zoning decisions and building environmental accounting into financial management practices.
- Although there are recognized linkages between air quality and GHG emissions, such as the fact that air pollution and greenhouse gases can be released from the same sources, MbEN recommends revision of Policy 26 to include stronger and more transparent commitments to improving air quality that go beyond the reduction of GHG emissions.
- MbEN recommends stronger policy commitments be made in terms of materials management (our preferred term to "waste management). We would also like to see a commitment to the development of a City-wide composting program and commitments to the reduction of single use plastics and bags. Our overall policy commitment in the area of materials management should be one that will facilitate movement towards Winnipeg becoming a zero waste society.

- We recommend more specific commitments in terms of sewage treatment and nutrient additions to Lake Winnipeg. There is also a need for *OurWinnipeg* policies to address more than just "solid" waste by making commitments that address liquid waste, gaseous emissions and particulates, and microwastes (ex. microplastics). MbEN also recommends a commitment to more frequent waste audits for the Brady landfill.
- MbEN was pleased to see commitments to the increased use and diversification of renewable energy production at the local scale and suggest the addition of transparent commitments to renewable energy, such as the promotion of renewable energy use (such as solar) by public institutions like colleges and universities. MbEN would also like to see the City commit to becoming a renewable energy developer and provider.
- MbEN would like to see more policies aimed at improving energy efficiency, including commitments to improving building codes, using tools like MyHEAT, and changes to how external impacts are monitored and measured in existing and new developments.
- MbEN feels strongly that in order for the City to truly take on a role of environmental leadership, there is a pressing need for better assessment of new developments and construction projects through the use of environmental impact assessment and life cycle assessments that considers impacts cradle to grave. MbEN would strongly recommend the inclusion of policy commitments to improve the City's assessment approach.
- We feel more commitments can be made towards the protection of water resources and recommends the inclusion of more transparent policies that specifically address water conservation and water pollution and include clear targets, measurement processes and enforcement mechanisms. MbEN also feels Policy 58 should be revised to better address the resilience of Winnipeg's drinking water system. There is a need to consider source alternatives to Shoal Lake and have clear and transparent plans in place to address any sudden changes in water quality or quantity.
- MbEN was pleased to see commitments to sustainable and active transportation and recommends the addition of new commitments that specifically address the development of bike paths and the need for a better bike path network that is connected throughout the city. Complete networks are required to adequately support active transportation, the incremental improvements that have been introduced so far are not an effective means of supporting sustainable change. MbEN also feels there is a need for more clarity in terms of how the City views "sustainable transportation" vs "active transportation". In some policies the terms appear to be used interchangeably and MbEN strongly recommends revisions to more clearly address these two important but different approaches to improving the City's transportation network.
- MbEN supports the City's commitments to supporting local and sustainable food production and recommends revising such commitments to more clearly identify how the City intends to support the production of and access to locally produced foods. MbEN would like to see specific commitments to increasing the use of community gardens, including commitments to improve the ability of community garden organizations to secure long term leases. MbEN would also like to see commitments in *OurWinnipeg* to address zoning issues and improve the ability of citizens to convert lawn space into productive garden space.
- A successful *OurWinnipeg* requires a commitment to implementation and enforcement. For example, we would like to see commitments to the use of more enforcement mechanisms like financial penalties for non-compliance violators. The funds from such

penalties could then be used to provide community organizations with funding for collaborative environmental projects.

**Economic Prosperity**

- We were unable to extensively review this section but would like to emphasize the importance of commitments to support local food production and urban agriculture. As discussed previously, MbEN recommends the inclusion of stronger commitments in relation to community gardens and landscape development that supports food production.

**Good Heath and Well-Being**

- We were unable to extensively review this section but would again like to emphasize the importance of the City stepping into an environmental leadership role and specifically recognizing environmental rights. Human health and well-being are directly connected to the health of our surrounding ecosystems and therefore any commitments in this regard should recognize the importance of environmental protection to maintaining a safe, clean, healthy and sustainable environment.
- MbEN recommends the inclusion of more commitments in *OurWinnipeg* to creating a built environment that supports optimal health outcomes. There is a need to design and develop healthy and inclusive built and natural environments that facilitate access to basic needs, encourage active lifestyles, and strengthen social connections.
- MbEN supports commitments in this section to locally sourced food production and distribution. As discussed above, this should include specific commitments in relation to community gardens and landscape development that supports food production.

**Social Equity**

- We were unable to extensively review this section but were pleased to see commitments to improving access to environmental justice, reconciliation and meaningful relationship building. More clarity in terms of how this will be accomplished would provide more transparency. MbEN also recommends the addition of specific commitments to increasing the funding opportunities and access to resources available for the Indigenous organizations and ENGOs involved in such processes.

**City Building**

- We were unable to extensively review this section but would like to commend the City's commitment to participate in regional development planning in order to contribute to the achievement of sustainability objectives that go beyond the City's geographic boundaries.
- MbEN would also again like to emphasize the need for commitments in *OurWinnipeg* to an expanded use of environmental assessment processes and updates to building codes that will better support sustainable change.

Overall, MbEN feels the *OurWinnipeg* policy and implementation plan represents a positive step forward. MbEN commends the City on its use of the SDGs as a basis for updating *OurWinnipeg*. MbEN was pleased to see many commitments that support the work of community organizations, foster environmental leadership and emphasize the need for collaborative action and the development of meaningful partnerships. MbEN emphasizes the need for inclusion of corresponding commitments to sustainable and accessible funding opportunities for the

community organizations involved in such collaborative and leadership action. MbEN has also recommended a range of other improvements, such as the substitution of more appropriate terminology (ex. find a better title for the section than “environmental resilience”), a need for more clarity and transparency about the proposed approaches, stronger climate commitments, and the need for specific discussion of enforcement mechanisms. This revision of the *OurWinnipeg* policy and implementation plan is an opportunity for the City to take on a stronger environmental leadership role and create a more sustainable and collaborative governance process. MbEN appreciates this opportunity to contribute our input to the *OurWinnipeg* consultation process.

We look forward to and welcome future opportunities to collaborate with the City of Winnipeg and if given adequate time and resources, we would be willing to engage member organizations in the process.

Sincerely,

[redacted]
[redacted]
Manitoba Eco-Network

Braden Smith
Chief Planner
City of Winnipeg

c.c. Laura Rempel, Brett Shenback

June 5, 2018

Re: Our Winnipeg Review Process

Dear Mr. Braden Smith;

The Right to Housing Coalition is a Winnipeg-based group of individuals and 58 supporting organizations concerned about the shortage of affordable and social housing. Since our founding in 2005, we have been working with the City of Winnipeg (and other levels of government) to promote policy, planning, funding, and program development that will increase the supply of affordable housing. We recently worked with Make Poverty History Manitoba to put forward a number of recommendations the City should consider to increase the supply of affordable housing in *Winnipeg Without Poverty: Calling on the City to Lead*.

We were pleased to see that the *OurWinnipeg Phase 1 What We Heard Report* references the community priorities we know from data and hear from our supporting organizations and individuals who are active in the coalition: We need more affordable housing in Winnipeg, across all neighbourhoods. This need was also recognized in the OurWinnipeg plan, and Complete Communities; yet due to very limited government action, the need is even more profound today than it was six years ago.

We hope that the OurWinnipeg review process is an opportunity to prioritize the implementation and resourcing of policies relevant to citizen priorities, including the Winnipeg Housing Policy. We look forward to working with your team in Phase 2 and 3 of the OurWinnipeg Review process, and would like to offer our policy expertise, networks, and other support you may find useful moving forward.

Regards,

[redacted] on behalf of the Right to Housing City Working Group

city@righttohousing.ca

204.837.7275

WINNIPEG
AIRPORTS AUTHORITY

January 3, 2018

Urban Planning and Urban Design Division
Planning, Property and Development Department
City of Winnipeg
15-30 Fort Street
Winnipeg, MB
R3C 4X7

Winnipeg Airports Authority (WAA) applauds the City in its endeavor to engage the citizens of Winnipeg in advancing the OurWinnipeg program, and in providing the necessary forum to allow for a more strategic discussion on how to move our city forward. WAA is undoubtedly a strong advocate for a more measurable plan that properly defines a concise roadmap towards success.

We continue to measure our success here at the Airport against that of our city. Our vision is to continue to be a leader in transportation, innovation and growth and we are pleased to provide input into a program that will allow for a stronger developed community and even greater opportunities for generations to come.

Those who have lived in Winnipeg long enough eventually come to realize that it is a city built on traditional values. This is important to understand when defining how future development should be encouraged within the city. In order to adapt to a rapid and ever-changing landscape, our city needs to build off its traditional roots and realign itself to compete globally. This adaptation should be concentrated on infrastructure and proven investment strategies. WAA can help provide insight required for a more concentrated effort on growth in our city, while bringing meaningful data points tailored towards more global insight useful to Winnipeg.

## How we grow

Strategic growth is fundamental to a city's viability and is often properly calibrated to meet demand. Our city's growth over the last few decades has merely been in a variety of pockets throughout the city, misaligned from a single primary objective. Business works best with predictability, and the City of Winnipeg needs to be more predictable. With that in mind, we believe the City of Winnipeg should first determine its current infrastructure spend per capita, a task undertaken in other cities around the world. It serves as a good starting point because it helps determine today's state of affairs, and will also set a proper benchmark towards a

more calculated tomorrow. This will help to determine where the City should invest infrastructure money required to support a more unified development approach.

Alongside this, a standardized definition of measurable return on investment (ROI) that aligns with the City's priorities is required. Once the required holistic benchmarks, goals and guidelines are established, developers will be empowered to present business cases that further Winnipeg's measurable objectives. Developers would then have a chance to align their priorities with a more fulsome yet focused strategy that is beneficial for all.

In addition, a more sustainable incentive program should be considered by the city. It should be one that aligns the city to the development community, encouraging long standing developer participation. We would also encourage adopting best practices from around the world that are measured against similarly-sized cities, not just within Canada and/or North America.

One of the challenges of our city's current program is that projects considered as positive advancements for the greater Winnipeg sometimes get discredited should the project not warrant a certain type of notoriety. Having a more defined approach to development should help ensure more adherence across the board.

When reconsidering your roadmap to success we believe the following could be beneficial they include:

- Investing in utility and roadway infrastructure which will promote growth in new communities, and reinvesting in older infrastructure to assist with redevelopment.
    - Recall that all areas of the city should be viewed as equally core to this vision, and initiatives should be tied to the consistent goal, ROI and sustainable incentive for developer benchmarks that are mentioned above.

- A redraft of and/or an amendment to certain policies that govern the "OurWinnipeg" document would be beneficial in that it would become the overarching set of guidelines that councillors use for decisions regarding development. Adherence to a sound strategy is paramount.
    - This would also be beneficial in streamlining communication about development and encourage a more expedited approach to growth initiatives.

- More prominent and more frequent publishing of assessment data to aid public knowledge. The City is currently collecting this critical data in assessing these areas of opportunity for OurWinnipeg. By making this data readily available to the public, the community will be more knowledgeable and approving of future initiatives. It will also give the development industry an ability to better understand gaps as stated by the City of Winnipeg and help them provide better solutions.

When it comes to the Airport's role in this, we envision bringing together an overarching strategy with the City that is positive for all of Winnipeg. While WAA benefits from this approach, that benefit is merely a byproduct of a connected, efficient and advanced Winnipeg – which is exactly what OurWinnipeg seeks to produce. Our vision in leading transportation innovation and growth is in sync with the tenets of OurWinnipeg. More specificity in the municipal vision will help all of the City's partners continue in a direction that sets our city apart from the rest.

## Getting around in the City

As one of the city's major economic drivers, transportation is at WAA's core. In our quest to enhance both cargo operations and passenger travel, our next objective is to help Winnipeg become a connected "Airport City". This is defined by strong transportation links that take advantage of the city's location and history as a transportation hub while employing best practices from around the world.

While we have made progress in this direction, better connectivity throughout Winnipeg for truck traffic will significantly boost flow through, transit performance and economic gains. Certain routes become very congested and inhibit growth with stop-and-go activity stagnating movement. In addition, it is important to recognize and embrace the WAA's ability to assist with growth in our community. This net new growth to the province is largely driven by immigration, wherein most start right here at the Airport's doorstep.

Our expertise in transportation, business and community growth strategies make us a valuable partner for the city, and we are hoping that additional engaging conversations take place in order to allow for more thoughtful discussions between the City and WAA – especially when it comes to development. As an economic engine for the region, WAA has specific information that could allow for further stimulated development in the area.

WINNIPEG
AIRPORTS AUTHORITY

Health and Safety; Civic Engagement and Governance; Quality of Life

Though WAA's activity does not have a direct impact on these areas, we believe that engaging the previous two areas will have a ripple effect that benefits all. For instance, an increase in development activity on and near the Airport will help to promote skilled labor with higher paying jobs, which ultimately contributes to a higher quality of life. As well, working together within a city-wide strategy will allow for more civic engagement between the City, WAA and citizens.

Ensuring a strong Winnipeg is a responsibility all of us share. We believe there's opportunity between the Airport and the City to maximize economic impact while working in unison, as opposed to filling the role of "just another developer" within Winnipeg.

We trust that you'll find much of this information to be compelling and we would encourage further discussion. Please contact me at any time should you wish to discuss this further.

Sincerely,



# WINNIPEG CHAMBER OF COMMERCE

## Submission to the City of Winnipeg on the OurWinnipeg Review

## Approved by the Board of Directors: September 27, 2018

---

## ABOUT THE WINNIPEG CHAMBER

Founded in 1873, The Chamber is Winnipeg's largest business organization, dedicated to fostering an environment in which business, and all Manitobans, can prosper. The Chamber's vision is for Winnipeg to be a competitive, technologically innovative city with a skilled labour force and modern infrastructure to support existing and emerging industries, and a city with a bright future

Through its membership, The Chamber feels it can identify and provide valuable insight into currently held perceptions and concerns for Manitoba's future, as well as potential solutions. We are therefore pleased to present this submission on behalf of our 2,100 member companies that employ over 90,000 men and women in the City of Winnipeg.

---

## INTRODUCTION

As Winnipeg's long-term development plan, *OurWinnipeg* can impact nearly every decision the City makes with respect to land use planning, development and zoning approvals, transportation networks, operating and capital budgets, and taxes and fees.

*OurWinnipeg* is built on three overarching principles: economic prosperity, sustainable development and social equity. While all three are important to the development of a healthy, growing community, the Winnipeg Chamber of Commerce feels economic prosperity must take the lead.

Without a lead priority, planning efforts are unfocused, and conflict between the three principles could result in City Council or the civic administration having difficulty making time-sensitive decisions.

A thriving economy produces the revenues needed to invest in road infrastructure, recreation, water and wastewater treatment, solid waste and recycling collection, emergency services, and green retrofits of city facilities.

Economic prosperity results in higher levels of employment, personal income growth and more opportunities to launch new businesses. It also attracts new residents to Winnipeg through interprovincial or international migration.

Many of the policies in *OurWinnipeg* are focused on the City's goal of growing to one million people by the year 2035. Put simply, that growth will only occur if there are more businesses, more jobs and more housing in Winnipeg.

Toward that goal, the Chamber has focused our comments on five topic clusters:

1. Growing Smart and Planning Ahead
2. Growing and Moving – Mobility & Connectivity
3. Growing With The Capital Region
4. Growing Strategically In Special Economic Zones
5. Growing With Purpose – Governance & Tools

## 1. GROWING SMART AND PLANNING AHEAD

The Chamber supports *OurWinnipeg's* current emphasis on developing complete communities, increasing density in transformative areas and new communities, and intensifying land use in the downtown.

Compact, efficient urban form is a base ingredient of any smart city. Considering the majority of Winnipeg's annual budget consists of infrastructure or services with a direct correlation between spending requirements and the physical distance between points (e.g. kilometres of roadway, metres of sewage pipe, catchment for community clubs, service area for waste collection or emergency services, etc.), it's only logical that a more compact city would yield efficiencies and long-term savings.

Winnipeg is growing, mainly driven by continued international immigration with a projected growth of about 8,000 people a year over the next 25 years. This means Winnipeg's population could increase by about 200,000 people by 2043. And with at an average of 2.5 persons per household, Winnipeg would need about 80,000 new units of housing over that time.

We have a choice between allowing all that development to take place within greenfield spaces that stretch the City's service boundaries further, or enabling it to happen in established neighbourhoods and nearby existing transportation routes, community clubs and fire and police stations. This is key to maximizing the tax base per square kilometre, which is a metric we feel the City should be tracking.

The vast majority of Winnipeg's housing stock is built by the private sector, so any meaningful change to the current growth pattern requires market-responsive policies, clarity in the approvals process, and sufficient incentive programs to encourage infill development. Development of a robust communication plan around the benefits of density in existing neighbourhoods, and in particular, to avoid neighbourhood battles over building proposals (i.e. "NIMBYism") should also form a part of an overall strategy to implement smart growth.

<u>Develop a robust infill strategy</u>

Infill developments are desirable for the City because they makes efficient use of existing services. Established neighbourhoods already have infrastructure in place and are typically well-served by multiple transportation options. New residents or new businesses can renew older areas of Winnipeg and help create more dynamic communities.

Business owners, real estate investors and builders have no problem playing by the rules for infill developments, as long as those rules are clear and enforced consistently. Unfortunately, the lack of a robust framework for infill development creates a great deal of uncertainty. Acquiring land, designing building plans and holding open houses represent significant financial risks for developers, but many feel there's no way to confidently predict the outcome of an infill proposal under the current system which is over-politicized.

Another challenge is the unknown cost of some infrastructure improvements related to larger scale infill projects. If *OurWinnipeg* is going to designate specific areas for redevelopment opportunities then the City should be proactive in determining the capacity of existing infrastructure (e.g. water, sewer/drainage, roadway lifespan) BEFORE development proposals come along. If that information was known in advance then it could help attract more interest in infill opportunities and bring projects to completion more quickly.

The Chamber is hopeful the Residential Infill Strategy will address many of these issues, and we urge the City to continue this work with the aim of achieving a balance between the concerns of residents of existing neighbourhoods vs. the need to densify and create a more sustainable city.

In the "Governance and Tools" section of this document we offer a few suggestions for how the infill process could be improved, primarily through the adoption of a planning commission for decision making and the exploration of form-based zoning.

<u>Create a growth-based infrastructure plan</u>

As was highlighted during the debate over impact fees, there is a disconnect between the City and the development community with respect to when and where infrastructure investments take place, and who is responsible for paying for them.

The industrial/commercial and residential building sectors have stated a willingness to work with the City on creating a growth-based plan for future infrastructure investment. This plan would create a better alignment between the city's schedule of infrastructure investments and the development industry's own timelines for building new neighbourhoods or undertaking significant infill projects.

By encouraging this collaboration between civic government and industry, *OurWinnipeg* could drive economic and residential growth in an orderly, sustainable way and provide real estate investors with confidence Winnipeg is a place they want to do business.

Adopting this strategy would also address the primary criticism of the impact fee regime: that it's merely a revenue tool instead of a planning tool. That concern will be diminished if the impact fee revenue is used to build the right infrastructure at the right time.

<u>Address the shortfall of serviced industrial land</u>

While it's important to create more mixed use developments, we can't afford to ignore Winnipeg's important role as a centre for manufacturing, processing and distribution.

The Phase 1 report identified that Winnipeg is suffering from a significant shortfall of serviced industrial land. While some land does exist within existing industrial parks, and some properties could be candidates for redevelopment, this shortfall is limiting the opportunities Winnipeg can pursue with respect to new business development or expansion.

In some cases, the available land is not located in an area that makes sense for the type of industry (e.g. a firm that needs access to the airport might not want to locate in the St. Boniface Industrial Park). In others, the servicing may exist but not at a sufficient capacity to support an industrial operation (e.g. wastewater service for a food processing facility).

*OurWinnipeg* should be proactive in dealing with this problem so that ample serviced industrial land can be developed in advance, rather than scrambling to accommodate economic development opportunities as they arise.

## 2. KEEPING GROWTH MOVING – MOBILITY & CONNECTIVITY

While much political attention over the past two decades has been focused on the condition of our transportation infrastructure, the Chamber believes mobility will become the defining issue of the next twenty years of our city.

As Winnipeg grows, we must provide reliable and safe options to move people and goods where and when they need to go, and improve connections between key destinations and neighborhoods. Ensuring there is friction-free movement of people and goods will maintain a balance of economic, environmental, social and safety concerns.

Continue to invest in active transportation

The Chamber supports the City's efforts over the past decade to invest more heavily in active transportation. Not only does this provide healthy, sustainable, and affordable commuting options for current residents, but it's a tool to retain and recruit young talent. Many companies and young workers, especially in the technology sector, place a priority on cities that are considered bike and pedestrian friendly. In fact, the RFP for Amazon's HQ2 specifically identifies the connectivity of sidewalks and bike lanes as an assessment criteria.

Restructure transit to focus on frequency

The public transit system is clearly an important component of life in Winnipeg. More than 13% of Winnipeggers rely on the transit system daily to take them to work, school, appointments or shopping. By expanding and improving the network, the Chamber believes that an even greater share of Winnipeggers would make the choice to ride transit.

While the City has invested in the creation and expansion of the Southwest Transitway, and *OurWinnipeg* includes options for future expansion of the rapid transit system, the Chamber feels a more basic review and redesign of the existing bus network could also drive ridership numbers and better service the growing population.

In 2016, the City of Houston undertook a comprehensive redesign of its transit system with a focus on increasing the number of frequent routes. The city trimmed back on redundant and low-ridership routes, developed a new route map and increased service outside of peak hours. The result was a 7% increase in ridership.

We feel *OurWinnipeg* should not only incorporate options for large-scale rapid transit lines but should also encourage regular review of ridership patterns and encourage decision makers to flow funds to the areas that demonstrate the most potential for growth.

Prepare for mobility networks

Building on the early success of ridesharing, the City should be encouraging the development of integrated mobility networks where rideshare, carshare, bikeshare, electric scooters, public transit and, eventually, autonomous vehicles can all be accessed on the same platform.

This could include making infrastructure investments (e.g. more bike lanes or bike/scooter parking), reallocating street parking to carsharing vehicles, rewriting parking requirements and standards to consider the reduced footprint required by autonomous vehicles, preparing for existing parking lots to be converted to new uses, and enabling more city transportation data to be accessed by mobility platform service providers.

Federal funding may be available to do some of the research and conduct pilot projects in this area. For example, the City of Vancouver recently received $386,000 from Transport Canada to explore how self-driving vehicles and connected vehicles can integrate into the future transportation network. It's expected this work will be reflected in Vancouver's 2040 Transportation Plan, which is currently under development.

Rationalize rail facilities

While the long-term relocation of major rail facilities away from residential and commercial areas (and into a designated trade zone like Centreport) remains a topic of public debate, the City has the ability to work with rail operators, as an initial, cost-friendly step, on the rationalization of existing infrastructure.

By assessing the viability of spur lines and encouraging more shared use between rail companies, the City could potentially remove dozens of underused rail crossings, which would reduce the need for street repair at those locations and eliminate the need for some vehicles (e.g. school buses) to make extra stops. This would also reduce the potential for collisions and contribute to more seamless mobility.

Even small-scale relocation of existing rail facilities, like working with BNSF to find an alternate location for its River Heights yard, could also create opportunities to build dozens or hundreds of infill housing units.

We would also encourage the City to work with the provincial and federal governments and Centreport to explore the possibility of a comprehensive rail facility study which could guide long-term decision making by Winnipeg Metro jurisdictions and private rail companies.

## 3. GROWING TOGETHER WITH THE METRO REGION

While the City of Winnipeg has enjoyed significant growth in recent years, communities just outside the Perimeter have increased their populations and developed areas even further and added new commercial and industrial operations. These are no longer just “bedroom communities” but some are becoming complete communities themselves.

The challenge is managing that growth and learning how to work together to maximize regional opportunities and benefits. *OurWinnipeg*, and the development plans of each rural municipality, need to fit within a broader regional plan that will guide local and provincial/federal infrastructure investments and reveal enhanced opportunities for service sharing between jurisdictions.

The traditional view is that economic development is a zero sum game – if an RM outside the city wins, then the city loses. To move forward we need to reframe the narrative and adopt a regional mindset.

This is something that has been talked about for decades, but only recently have we have seen some significant progress, like the development of Centreport and agreements for Winnipeg to provide wastewater treatment service to some neighbouring municipalities.

The Chamber is also encouraged by the work the Winnipeg Metropolitan Region has done, including its regional growth strategy and the John Q. Public project which seeks to optimize procurement across municipalities. As the largest partner in the Metro region, with the most developed suite of public services, the City of Winnipeg has the opportunity to drive collaboration efforts.

We strongly recommend the City make regional planning efforts a priority, back that priority with demonstrable actions, and proactively seek further opportunities for partnership with other municipalities.

Opportunities could include working with municipalities and ridesharing services to provide “last-mile” connections for metro region residents to the Winnipeg Transit network, or harnessing the capabilities of the City’s Traffic Management Centre to provide real-time monitoring and correcting of traffic flows across the region (perhaps using a network of digital signs to direct those coming into the city away from congested areas).

For inspiration on adopting more a regional mindset, Winnipeg could look to Edmonton which is already engaged in regional transit partnerships and is looking at expanding those services further. Edmonton is also undergoing a review of its master planning document, and is committed to having that document align with the Edmonton Metropolitan Region Growth Plan by 2020.

The Minneapolis – St. Paul area is example of an even more integrated regional model, with a Metropolitan Council taking on responsibility for land planning, public transportation and wastewater services.

## GROWING STRATEGICALLY IN SPECIAL ECONOMIC ZONES

While the Chamber would like to see the implementation of more sustainable developments and complete communities across the city, there are several special economic zones that warrant particular attention. These range from the SHED in downtown to The Forks to Centreport.

Establish a framework for urban reserves

Of note is the small but growing number of urban reserves. With the recent approval of the new Peguis First Nation development along Portage Avenue, and especially the pending redevelopment of the Kapyong Barracks site, there's a need to have a framework in place on how to deal with these proposals (e.g. service agreements) as they come forward to help ensure certainty for First Nations, developers and the community at large.

Creative districts

Through the use of planning and tax tools, an opportunity exists for the City to support current and emerging special districts that highlight Winnipeg's existing strength as a centre of culture. While areas such as the Exchange District have historically served as a hub for cultural organizations, increased development and property assessments in this area have started to push creatives to various locations throughout Winnipeg.

Toronto has recently addressed this issue through the implementation of a special property class that provides a 50% tax abatement for designated creative hubs. Winnipeg could explore the use of a similar tool to encourage the synergy that exists from having non-profit arts and cultural organizations located in close proximity to each other and to for-profit creative ventures like film and video game production.

Music City model

As a complement to creative districts, Winnipeg could also look at how it can tap into the potential of music as a driver of employment and economic growth.

Following the success Austin and Nashville have had in highlighting and enabling their music industries, communities as diverse as Gander, London, Calgary, Vancouver, Columbus, Sydney (Australia), Aarhus (Denmark) and Bogota (Columbia) are looking at how they can become "Music Cities."

From a planning perspective, this could include measures to ensure the sustainability of existing live music venues, and providing more opportunities for public performances in parks and plazas. In Toronto, the civic government has made amendments to the public postering bylaw to benefit live music venues and has created a special "music in the park" permit category.

The Canadian Chamber of Commerce has worked in partnership with Music Canada to develop a resources that cities can follow to help master the Music City concept.

## 4. GROWING WITH PURPOSE – GOVERNANCE AND TOOLS

While we know the Planning, Property & Development department believes strongly in *OurWinnipeg*, it's not always clear that other departments or decision-making bodies share that opinion. The Chamber feels strongly that to be effective, this needs to become a foundational document that drives decision-making at *all* levels and across *all* departments.

Every city employee should consider how their program or their department fits into the vision of *OurWinnipeg*. If it doesn't fit, then how can it change? Achieving a shift in mindset is a significant challenge for any organization, but we think adding some "teeth" to *OurWinnipeg* through the use of the following tools will help ensure the entire administration is working toward a common purpose.

Performance targets

While *OurWinnipeg* is filled with worthwhile ideas, it's difficult to measure the plan's success without having tangible performance targets in place.

If the goal for growth is to reach a population of one million by 2035, then how many new housing units do we need to add per year to make that happen? Establishing a goal for the modeshare of different transportation options will help guide decision making over a defined period. And saying the City "encourages" infill housing is one thing, but setting a specific number – such as X units of infill added per year, an infill-to-greenfield development ratio, or density targets in existing neighbourhoods – adds some weight to that commitment.

For example, in 2008, Edmonton set a 10-year goal of having 25% of all new homes built each year to be located within existing areas. By 2016, the number was 24%.

We believe the City should set a number of performance targets – ones that have been developed specifically for the Winnipeg market – and report annually on the status of those targets. Perhaps these targets could be used to develop a visual dashboard on Winnipeg.ca of the City's progress toward its goals, similar to what the City of Saskatoon has done.

Impact fees

As the Chamber stated when impact fees were first approved in 2016, we feel strongly they should be used primarily as a planning tool, not simply as a revenue source. Through area-specific pricing, and exemptions for strategic infill opportunities (e.g. downtown, transit-oriented development), impact fees could be used to guide the type and location of new building in the city.

And as mentioned previously, by working closely with the local development industry to develop a growth-based infrastructure plan, the City could plan major transportation, recreation, public safety and water system expenditures (funded by impact fees) to sync more closely with private real estate investments.

Planning Commission

After years of fights between developers and residents of existing neighbourhoods, it's clear the decision making process for zoning and development approvals is broken in Winnipeg. The role of Community Committees in approving or denying a development application frequently puts area councilors in the difficult political position of having to choose to support new developments or side with area residents who are reluctant to have their neighbourhoods change.

While some positive changes were made to the process following the 2005 Red Tape Commission Report, the frequency and intensity of zoning battles is still alarming. One only needs to look at the furor generated by the building of a small dermatology clinic on Academy Road in 2015 as evidence of how the goals of *OurWinnipeg* can conflict with the wishes of area residents.

One solution to depoliticize the process would be the introduction of a planning commission. This panel of experts and community members would assess each development proposal on its merits and its consistency with *OurWinnipeg*, and wouldn't have to be concerned about political repercussions. While the final ruling on any matter would rest with council, the Chamber feels having an impartial, quasi-judicial body make a recommendation to council will help depoliticize the process.

This commission could also take over the existing responsibilities of the Board of Adjustment with respect to applications for variances and conditional uses.

We note cities such as Calgary, Vancouver, Regina and Brandon follow the planning commission model.

Form-based code

To help create more diversified communities and avoid political-based decision making, many cities are exploring the use of form-based codes, either on a city-wide or regional basis. This planning tool concentrates on the type of place you're trying to create by specifying appropriate and desirable building placements and street dimensions. This differs from traditional zoning codes, which are more concerned about uses that are prohibited, rather than identifying what is desired by the community.

By adopting a form-based code the City could avoid some of the squabbles that exist currently around new developments. As long as a new development fits the approved layout and character of a neighbourhood, it should be approved without the need for rezoning, variances or conditional uses. Furthermore, *OurWinnipeg* has already detailed the City's preference to create more walkable, "complete" communities where multiple types of residential housing co-exist with retail and other commercial uses.

The revitalization of Calgary's East Village into a dense, mixed use neighbourhood that blends commercial space, cultural institutions, parks, heritage buildings and new residential housing for 9,000 people is being guided by a form-based code. And even a car-centric city like Phoenix is trying to create more pedestrian-scale, transit-oriented communities through the use of its "Walkable Urban Code."

Mayoral representation on Metro Region Board

While it's outside the scope of *OurWinnipeg*, we still wanted to take this opportunity to recommend the mayor should be the City of Winnipeg representative to the Winnipeg Metropolitan Region Board.

Every other member of the board is a mayor/reeve of a city, town or rural municipality in the metro region. Further, the mayors of other large Canadian cities like Calgary, Edmonton, Vancouver and Victoria also serve on their respective metro boards.

More than just a symbolic gesture of the priority the City places on regional planning, having the mayor serve on the board would allow the City of Winnipeg to take a much stronger leadership role in the organization.

## CONCLUSION

The Winnipeg Chamber of Commerce is the largest business organization in Manitoba. The success of our members is closely linked to the success of our civic government, and our community as a whole. As we grow, so does the city.

However, we recognize the development patterns and infrastructure spending priorities of the past need to change to accommodate that growth, and to do so in a responsible, sustainable manner. Just as our members seek to optimize their own human, capital and financial resources, we know it's important City Hall does the same.

Increasing density and making more efficient use of existing infrastructure and city services is vital to that mission. Not only will it save money (reducing the need for further tax increases), but it will lead to the creation of more dynamic urban neighbourhoods that provide new business opportunities and help attract the young talent we need to grow our economy.

The ideas presented in this document represent the Chamber's collective best advice on how to empower city council, the civic administration and the development community to achieve the vision of *OurWinnipeg*.

# OurWinnipeg
# Phase 3 - Public Engagement Summary

# OurWinnipeg Review

*Phase 3 Public Engagement Summary*

January 2021

## Background

The City of Winnipeg (City) has undertaken an extensive review and update of the 2011 *OurWinnipeg*, and *Complete Communities Direction Strategy*.

*OurWinnipeg* is the City's 25-year development plan which is intended to guide everything the City does. It provides a vision, goals and policies intended to influence leadership and good governance, priority setting, delivery of City services, how residents get around in the city, and decisions about how the city grows.

## Engagement

The City asked for feedback on the draft *OurWinnipeg 2045* development plan to hear from members of the public, stakeholders and rightsholders on whether their priorities are captured in the vision and policy, as well as how we can all work together to implement the plan.

The feedback collected is not a representative sample of Winnipeggers as those who participated self-selected to get involved. The feedback was analyzed and considered as part of the final stage of verification prior to the plan approval process. Please see the Rationale for Edits table in Appendix F to compare what edits were made to the draft Plan based on what we heard.

## Promotion

Public engagement opportunities were promoted using the following methods:

- Print advertisements in Canstar papers (July 22, 2020), La Liberte (July 22, 2020), and the Winnipeg Free Press (July 18, 2020);
- Facebook posts from July 13 to August 10 (14 EN, 14 FR);
- Twitter posts from July 13 to August 10 (14 EN, 14 FR);
- News releases (French and English) on July 13, 2020;
- Public engagement newsletters on July 17 (901 recipients) and July 30 (963 recipients), 2020;
- Stakeholder and rightsholder outreach (details provided below)




*Figure 1 - Print ad example*

| Date | Activity | Details |
|---|---|---|
| July 13 launch | Engage Winnipeg webpage | Over 5,000 page visits (English and French pages combined) from July 15 to August 10.<br>Over 1,300 visitors were informed (navigated the site to find information).<br>Engaged 127 visitors (meaning they provided feedback). |
| July 13 to August 10, 2020 | Online Survey | Self-selected participation from 105 participants. Survey responses do not provide a statistically relevant sample of all Winnipeg residents. Full results and demographics are available in Appendix B. |
| July 13 to August 10, 2020 | Forum | Three contributions (posts/comments) from participants. |
| July 13 to August 10, 2020 | Q&A | Webpage visitors and virtual event attendees asked 171 questions and the team provided responses. |
| July 22, 2020 | Virtual event | Presentation and Q&A with over 60 attendees. |
| July 13 to October 30, 2020 | Stakeholder and rightsholder engagement | Outreach to invite diversity of input from 50 organizations.<br>23 meetings to gather feedback.<br>12 written submissions. |

## Key Findings

This confirmation phase of the OurWinnipeg review verified that the approach and contents of the draft *OurWinnipeg 2045* aligns with the future that rightsholders, stakeholders, and interested members of the public want to see. Some key takeaways include:

- Participants agreed that the six sustainable development goals are a valuable way to focus City priorities and measure progress to achieve a more sustainable quality of life.
- There was agreement that the proposed OurWinnipeg policy in draft provides the appropriate direction for actions in all of the goal areas.
- In general, most participants thought the City was currently doing poorly or very poorly in reaching objectives in the draft OurWinnipeg policy areas.

Participation was invited from organizations who represented a diversity of perspectives. Responding stakeholders and rightsholders expressed interest in learning more about the policy intentions, requesting a presentation, and/or meeting to discuss. Outreach occurred by email and phone to, First Nations governments who have urban reserves within Winnipeg, the Manitoba Métis Federation and organizations who represent First Nations, Métis, and Inuit residents of Winnipeg. Limited feedback was received and there is acknowledgement that relationships need to be built to ensure meaningful engagement occurs when Indigenous rightsholders are interested or impacted by City policy, priorities, and actions. OurWinnipeg policy creates space for ongoing dialogue and government to government relationships with Indigenous rightsholders through the Strategic Priorities Action Plan process. The Office of Public Engagement and Indigenous Relations Division will continue to unpack the Engage Winnipeg Policy to better understand and coordinate Indigenous engagement processes.

## Stakeholder & Rightsholder Feedback

Presentations and meetings were held with representatives of organizations as part of this final phase of the OurWinnipeg review, and some organizations were involved throughout the review (Anchor institutions). Anchor institutions are groups that are well established in the community, capable of dealing with complex community issues while providing evidence and recommendations, and were already supportive of the sustainable development goal outcomes. Organizations are listed in Table 1, below. This section summarizes what we heard in conversations with stakeholders and rightsholders and through written submissions (Appendix E).

| Final phase meetings* | Anchor institutions involved throughout the review |
|---|---|
| -City Watch<br>-Creative Manitoba<br>-International Institute for Sustainable Development<br>-Manitoba Artist-Run Centres Coalition<br>-Manitoba Association of Senior Centres<br>-Manitoba Métis Federation<br>-Save Our Seine<br>-Winnipeg Arts Council<br>-Winnipeg Food Council Committee<br><br>**In addition to the Community Advisory Committee and Anchor Institutions listed in column to the right* | -Canadian Centre for Policy Alternatives Manitoba Office<br>-Canadian Community Economic Development Network Manitoba<br>-Economic Development Winnipeg<br>-Green Action Centre<br>-Manitoba Eco-Network<br>-Social Planning Council of Winnipeg<br>-United Way Winnipeg<br>-Urban Development Institute<br>-Winnipeg Chamber of Commerce<br>-Winnipeg Indigenous Executive Circle<br>-Winnipeg Metropolitan Region<br>-Winnipeg Regional Health Authority, Population and Public Health Program<br>-Youth Agencies Alliance |

*Table 1 - Stakeholders and Rightsholders*

**Review Process**

- There was general acknowledgement, appreciation and support for the review process, including utilizing a Community Advisory Committee, the policy co-creation process, and integration of feedback to date. There were also isolated concerns about the need to diversify the scope of who we heard from, and some scepticism regarding whether or not feedback will result in changes to the draft.
- More work needs to be done to enhance understanding of the intentional interconnections between goals and policies. More clarity is needed to show how policies are intended to compliment one another to achieve outcomes.
- Policy language is complex and interconnected and more effort should be placed on building awareness and understanding of policy intent through:
    - Plainer language
    - User-friendly navigation tools
    - Relatable and concrete examples of interconnected policy outcomes as they relate to City responsibilities
- There was general support for the need for interjurisdictional collaboration to implement the Plan, but there were some isolated perceptions that some policy directions go beyond the scope of City responsibilities.
- Observations that the draft represents more than the policy tweak that was envisioned at the outset of the review.

**Document Structure**

- General support for the vision, narrative descriptions, strategic alignment of policy direction with the localized United Nations Sustainable Development Goals framework, policy interconnections, making evidence-informed decisions, using indicators, and the need for partnerships to achieve the goals. Some stakeholders didn't think the vision, narrative descriptions, or policy direction was bold or compelling enough. For example, arts and green space policies were seen as having a significantly diminished profile within the sustainable development goals framework as compared to the 2011 OurWinnipeg.
- The new document structure made comparison of changes with the existing OurWinnipeg documents challenging.
- Need for stronger links between OurWinnipeg and Province of Manitoba goals, policies, and outcomes such as alignment with other development plans underway (e.g. the Winnipeg Metropolitan Region's capital region plan).
- Clarification of policy intent through plain language and additional glossary definitions.

**Engagement Process**

- More work needs to be done to achieve diverse representation and fully understand the public interest. Concerns were shared based on the timing (i.e. during the summer) and circumstances (i.e. COVID-19 pandemic) of the public engagement process, online engagement methods, amount of public outreach, and level of policy endorsement going forward. More awareness-raising and education was proposed to gain broader public support for the Plan's intentions and implementation.
- Many organizations appreciated efforts to inform and invite diverse participation, and to be available for presentations and meetings upon request. We also heard that some organizations were disappointed that they had not been invited to participate in the policy co-creation process as one of the 'anchor institutions' earlier in the process.
- Indigenous rightsholders require specific engagement protocols to be followed to build stronger government to government relationships moving forward.
- Distrust and skepticism in government was shared related to how public feedback has been considered and incorporated in the past, and the perception that successful implementation of plan priorities has been limited.

- Suggestions on refining terms used to convey policy intent and strength, and improvements related to plain language and glossary definitions. For example, environmental stakeholders questioned the use of environmental resilience versus sustainability, leverage green infrastructure, conservation versus preservation, and pedestrian versus active transportation.

**Policy Direction**

- Some organizations tended to align their feedback with mandated areas of interest or advocacy, both in terms of policy support, and calls for policy reinforcement or removal. Some organizations demonstrated a more holistic understanding of how their interests fit into the broader policy intent and focused on policy for mutual benefit.

    - Specific areas of policy support included:
        - Commitment to environmental resilience, leadership, and collaborative climate action
        - Policy related to equity
        - Community economic development and local capacity building
        - Poverty reduction and ending homelessness
        - Equitable funding redistribution
        - Renewable energy
        - Circular economy
        - Social and strategic procurement
        - Affordable and supportive housing
        - Healthy food

    - Calls for additional policy strength based on perceived gaps included:
        - Stronger partnership language
        - More focus on fiscal sustainability
        - Eco-fiscal practices
        - More aggressive climate action focus and targets
        - A more aggressive infill target
        - Implementation, accountability and enforcement
        - Integration of transportation with land use planning
        - Goods and vehicle movement
        - Transportation equity related to children's mobility
        - First Nations, Inuit, and Métis rights and relationship with the land
        - Conservation of Métis artifacts
        - Preservation of natural resource and green space including from development pressures
        - Connection between the built environment and health
        - Increase urgency given affordable housing, poverty, and homelessness crisis
        - Address community needs outside of the inner city
        - Value of the arts and arts funding
        - Availability and equitable access to public community spaces
        - Ongoing prioritization of the Downtown
        - Age-friendly language

- Calls for reduced policy emphasis included:
  - Living wage policy as it was perceived to be outside City jurisdiction
  - Separation of specific land uses such as employment lands

**Implementation Process**

- Strong interest in ongoing participation in, and co-creation of, the Strategic Priorities Action Plan process, including the refinement of indicators, development of evidence-informed decision-making and prioritization criteria, and identification of policy-aligned priority actions.
- City needs to move away from its history of inaction with respect to its plans and strategies.
- More unpacking is required to fully understand the practical application of policies as a prerequisite to implementation.
- Policy direction should serve to evolve the City's review of service delivery responsibilities.
- A preliminary list of action ideas was provided throughout the review for consideration in implementation phase
- Learnings from the COVID-19 pandemic have reinforced the value of community beneficial policy intent.
- Stronger links between OurWinnipeg 2045 and Province of Manitoba goals, policies, and outcomes, such as the Winnipeg Metropolitan Region's development plan currently underway, were identified as integral to successful implementation.

## Public Feedback

The public was asked about the appropriateness of the goals framework, proposed policy direction and gaps, how the City is doing with respect to the direction presented, and ideas for priority actions. Survey respondents were provided with the 'at-a-glance' summary, key information pieces and the draft OurWinnipeg document when responding to the questions below.

The following is a summary of feedback received.

- Comments reinforce concerns and priorities identified in Phase 1 engagement that the policy edits have addressed.
- Evaluation and accountability are important. There should be a plan to ensure the City continues to move towards the goals and outcomes in *OurWinnipeg 2045* through strengthened targets, actions, and indicators of progress and other enforcement tools
- The goals and policies are comprehensive, but respondents wanted to better understand how policy direction will translate into action now, rather than in a future process. This sentiment is based on lack of trust that the City will act on its policy direction
- Respondents predominantly stated their priorities rather than specific goal or policy gaps and identified gaps beyond the scope of the goals. Many identified that there weren't any goal gaps or that some may become evident as the City starts plan implementation. Respondents highlighted that it was challenging to comment on gaps due to the lack of plain language, and specific, concrete policies and actions. They shared that more policy strength, measurement, accountability, and political vision and courage were missing. Plan implementation has consistently been highlighted and prioritized by respondents throughout all phases of the review.
- Policy gaps shared by smaller numbers of respondents related to: personal and traffic safety, Indigenous perspectives and the term resilience, lack of policy imagination, individual freedom, taxation, definitions for clarification, and increased coordination within the City.
- Respondents were asked about what actions the City should prioritize to make further progress towards the sustainable development goals and provided a number of suggestions. The Strategic Priorities Action Plan process will take those suggestions into account, along with actions suggested throughout the plan review process when prioritizing actions to achieve mutually beneficial outcomes.

- Generally speaking, survey respondents did not feel the City is currently doing well with respect to each of the goal areas, but that the policy direction as outlined in the draft OurWinnipeg plan would provide appropriate direction for the City to achieve these goals. A significant proportion of respondents felt that they needed more information to comment, or had no opinion.

> *"While long-term strategies and policies tend to "say the right things", day-to-day decision making and actions (budgeting, public works priorities, etc.) never seem to align with those long-term goals."*
> *- Survey respondent*

## Feedback on Goals and Objectives

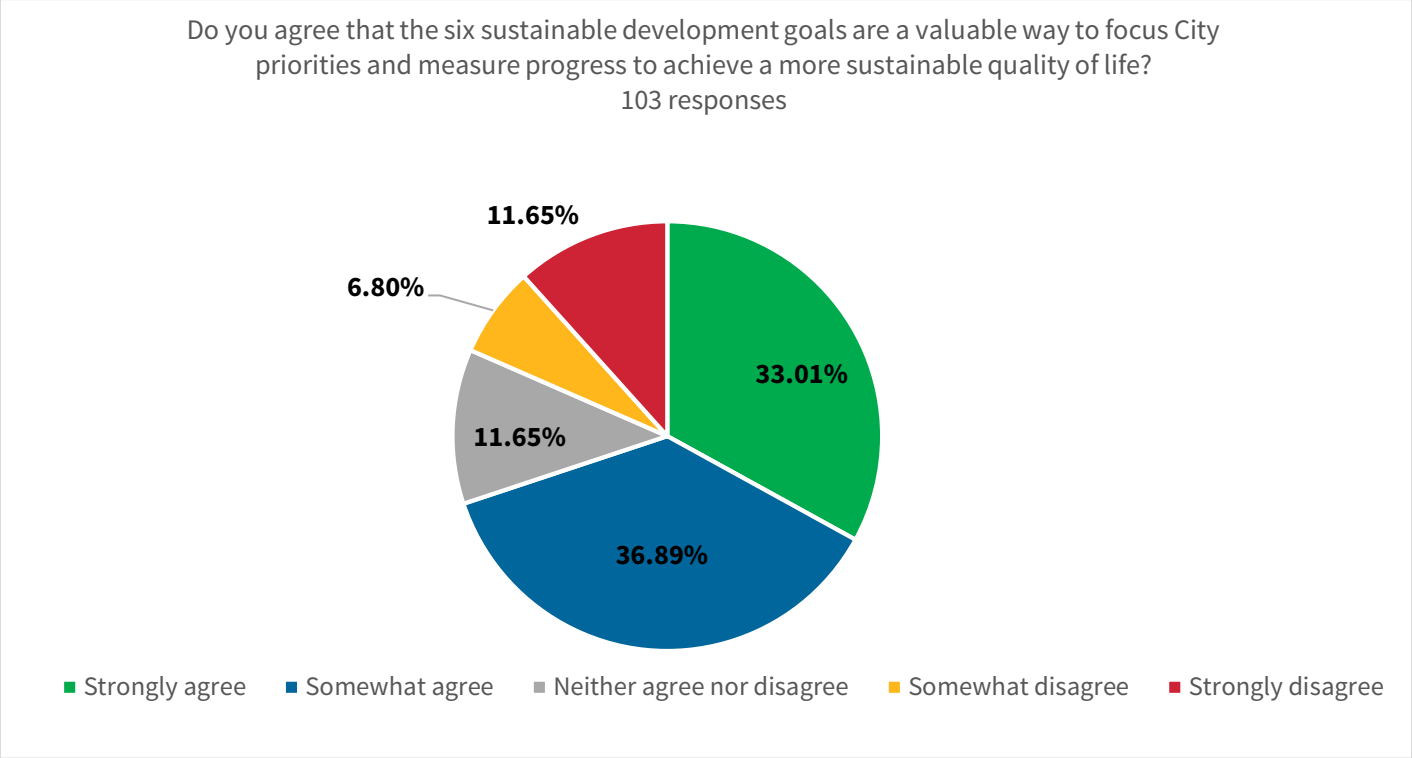



*Figure 2 - Sustainable development goals are a valuable way to focus City priorities and measure progress*

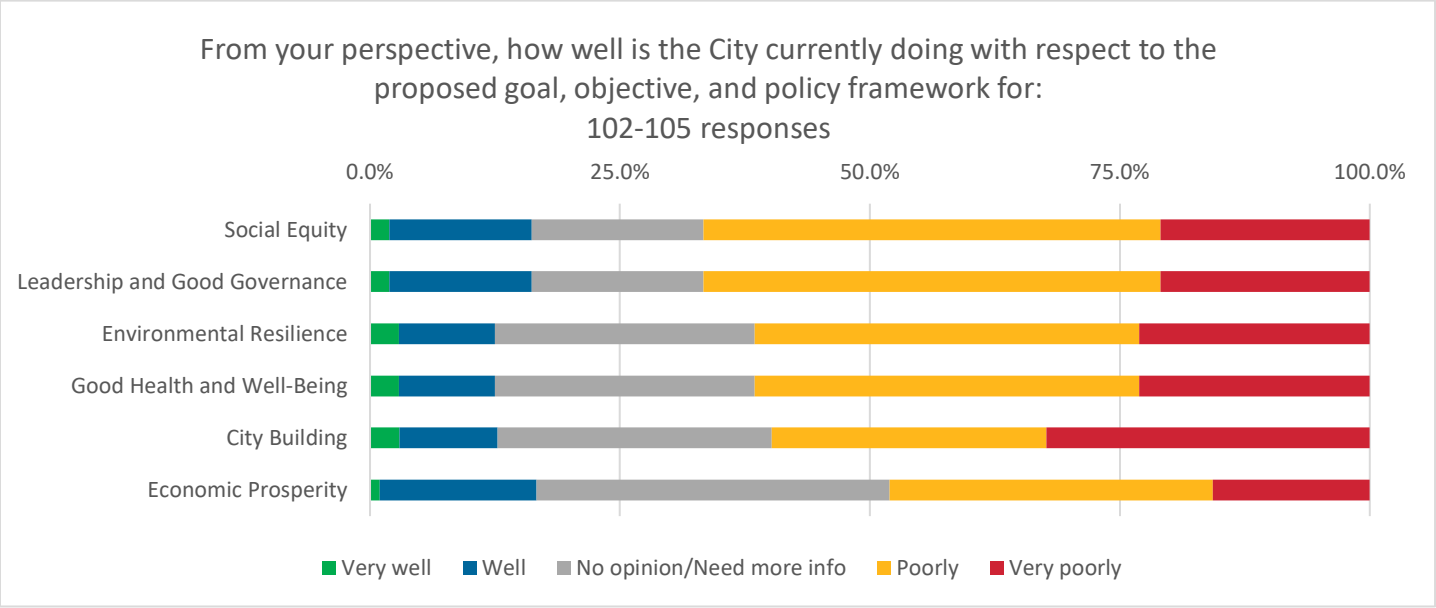



*Figure 3 - How the City is currently doing*

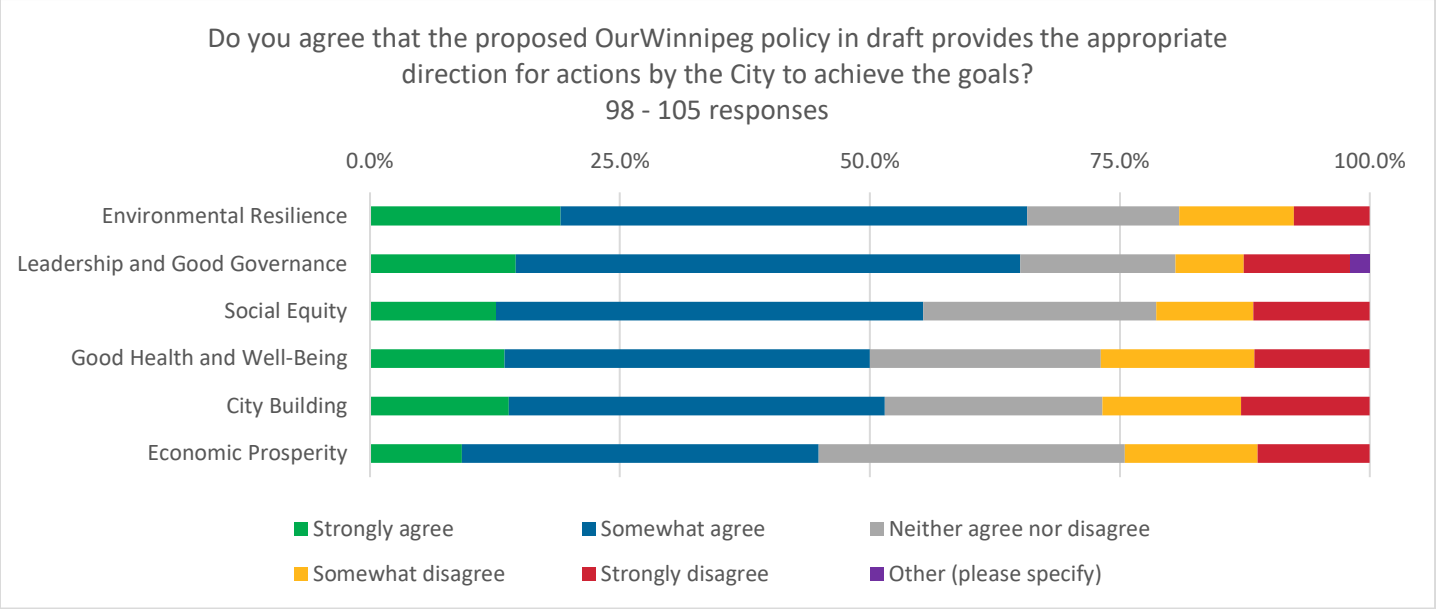
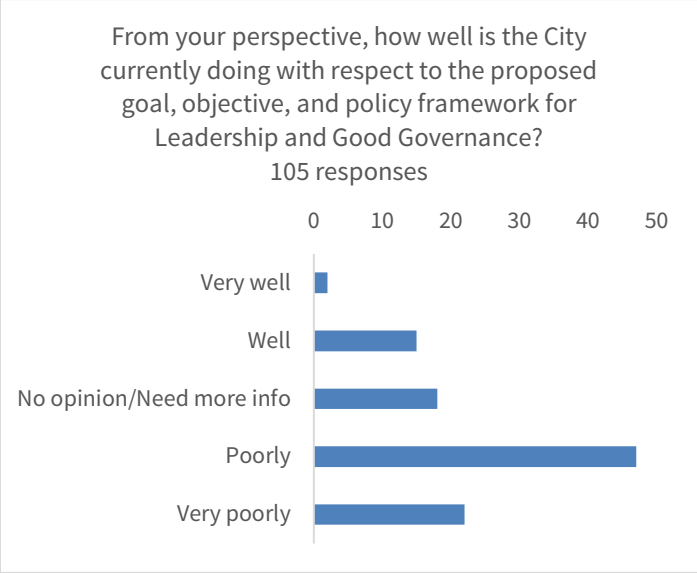
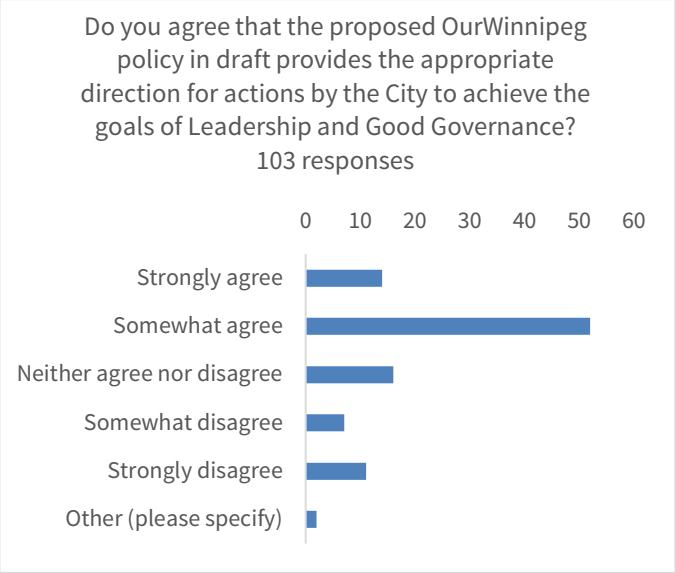



*Figure 4 - How well the proposed policy provides appropriate direction for the City*

**Leadership and Good Governance**

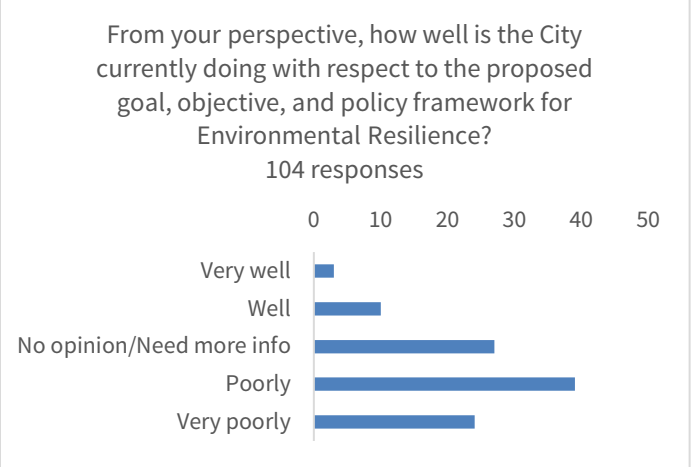


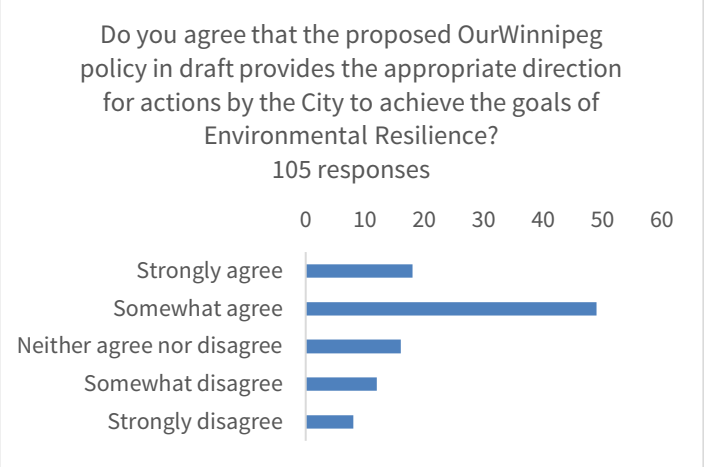




Predominant reasons for low ratings for how well the City is currently doing with respect to the proposed goal, objective, and policy framework in **Leadership and Good Governance** include:

- Issues with power dynamics in decision-making; lack of prioritization of community needs; the need to follow through on commitments/lack of opportunity for residents to actively participate and influence outcomes.
- The need for tools to increase co-operation, transparency, and accountability, along with improvements to evaluation, and enforcement practices.
- There is a lack of trust and a deep-rooted skepticism that policy and plan documents will be the basis for decision and action.
- Respondents shared that spending decisions are short-sighted, while stagnant tax revenues, austerity budgets, and continued investment in the status quo have limited investment advancement of socially and environmentally beneficial actions.

**Environmental Resilience**

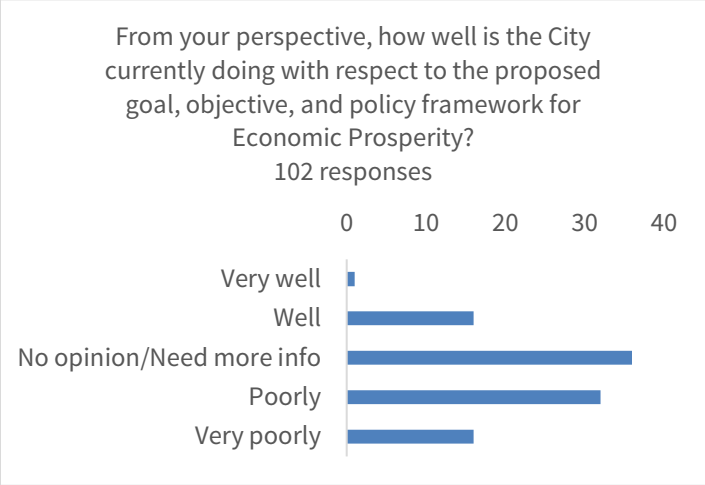


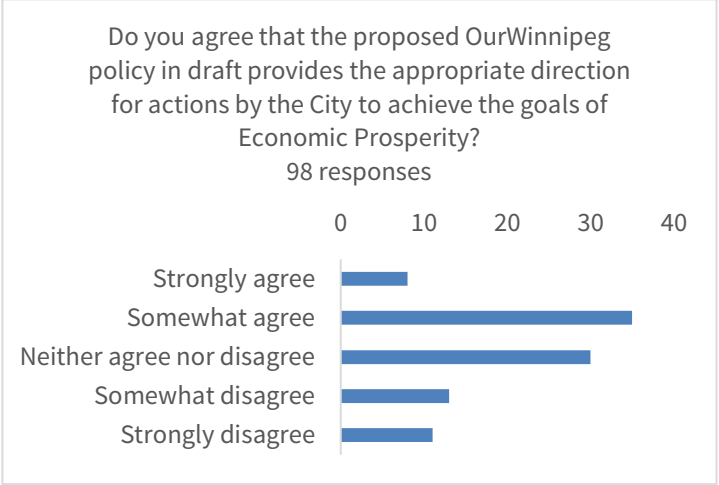



Predominant reasons for low ratings for how well the City is currently doing with respect to the proposed goal, objective, and policy framework in **Environmental Resilience** include:

- Not moving quickly or strongly enough to mitigate and adapt to climate change.
- Development patterns tend toward sprawl instead of density and this costs the City money, the transportation system budget prioritizes vehicles over sustainable options like transit, cycling, and walking.
- A need to improve the functioning of services (e.g. transit) and infrastructure investments (e.g. active transportation pathways, sewage and wastewater management) in order to incent people to shift to more environmentally friendly options.
- A need for more naturalization and investment in green spaces and composting services.

**Economic Prosperity**

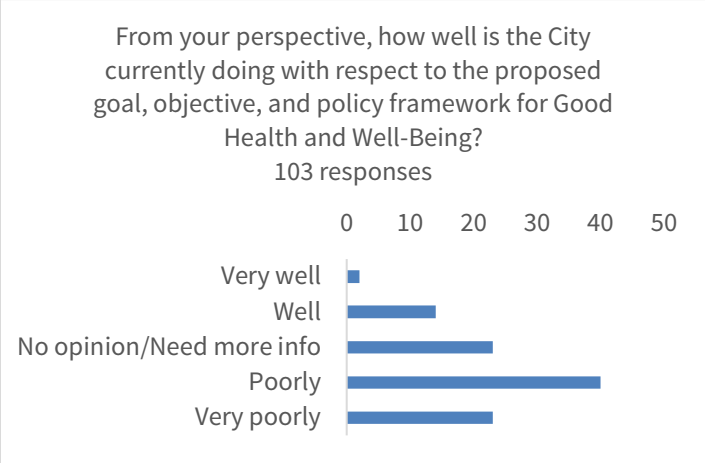


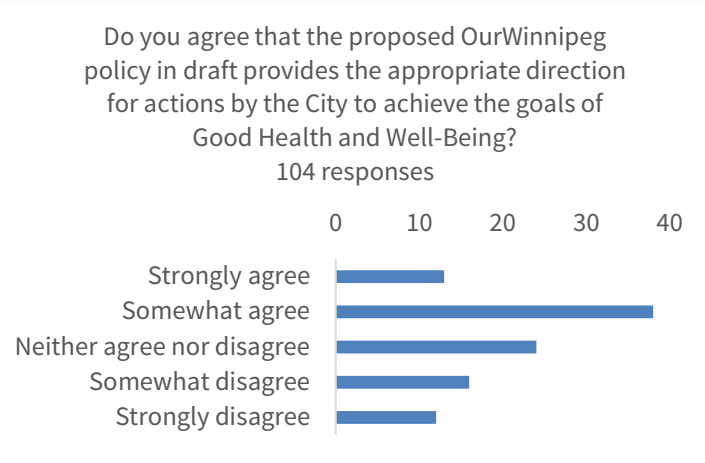




Predominant reasons for low ratings for how well the City is currently doing with respect to the proposed goal, objective, and policy framework in **Economic Prosperity** include:

- The connection between poverty and resulting challenges in reaching economic goals.
- A need for more equity and social supports including affordable and supportive housing, employment opportunities, and affordable transportation to address homelessness, child poverty, and mental health and addictions.
- The connection between taxes and budgets in creating a high return on investment including taxes being too high to attract businesses, that tax revenue priorities are misallocated (e.g. developer tax breaks, legal fees, police budget, corporate welfare, emergency response), and incentives should go to local business instead of multi-national corporations or private partnerships.
- A need to focus physical development and investment downtown and reduce sprawl.
- A need for more inter-governmental alignment and coordination on policy, priorities, and resources as municipalities feel the outcomes of those decisions and deal with them whether in their jurisdictional responsibilities or not.

**Good Health and Well-being**

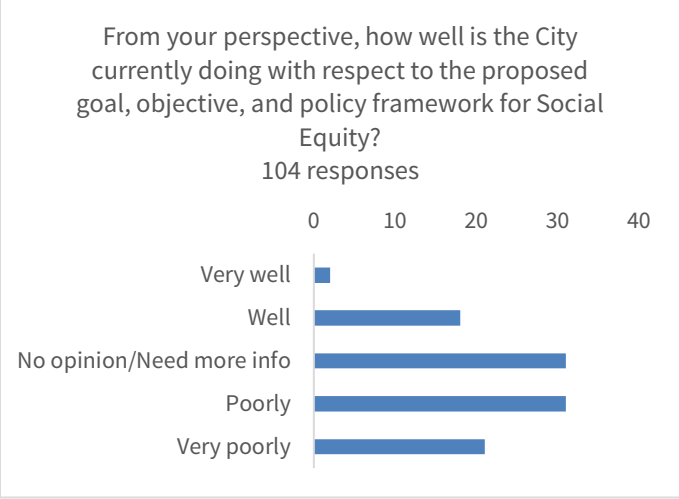


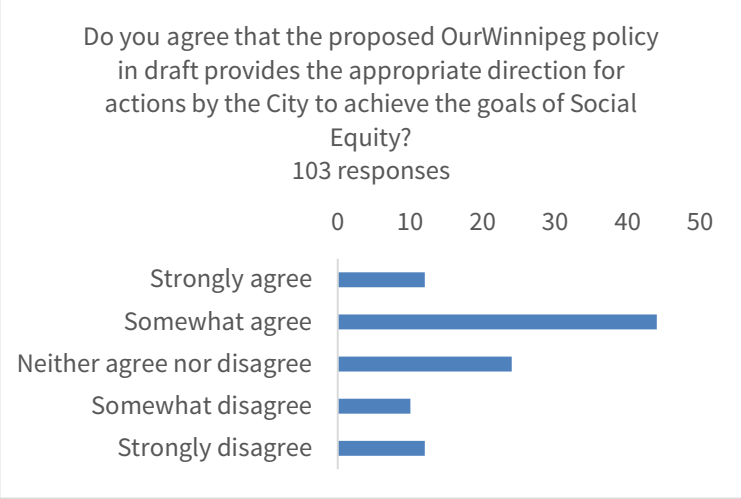




Predominant reasons for low ratings for how well the City is currently doing with respect to the proposed goal, objective, and policy framework in **Good Health and Well-being** include:

- The lack of priority for sustainable transportation options as alternatives to the personal vehicle.
- The lack of social supports available to address the root causes and symptoms experienced by vulnerable community members (e.g. basic needs, addictions, mental health, poverty, homelessness).
- Budget redistribution is considered important with respect to increased investment in green space, parks and recreation, community centres, composting, public art, affordable housing, active transportation amenities, especially in low income neighbourhoods. Divestment in the police budget and wealthier neighbourhood amenities should be considered to fund these investments.

**Social Equity**

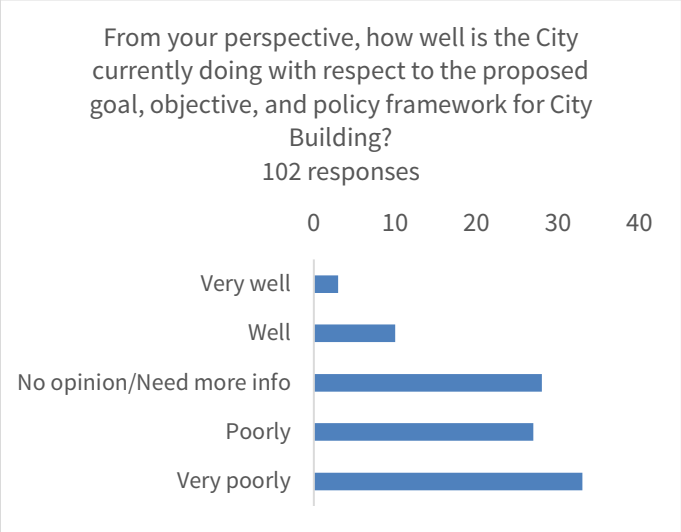


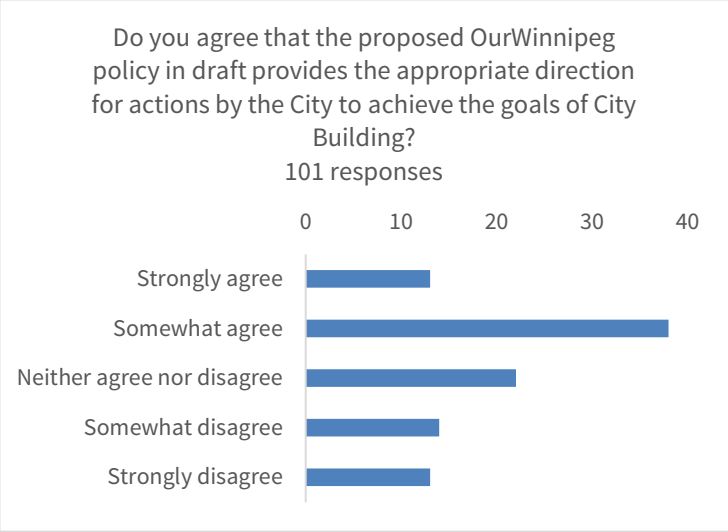



Predominant reasons for low ratings for how well the City is currently doing with respect to the proposed goal, objective, and policy framework in **Social Equity** include:

- Experiences of systemic disadvantage through funding decisions. For instance, prioritizing the rich, vocal minorities, special interest groups, and people who live in the suburbs, over the needs of people experiencing poverty, and homelessness.
- People are getting left behind, lack access to services without a car, and there are not enough social supports for affordable housing, mental health, and addictions.
- Systemic racism is a barrier to accessing Treaty and Aboriginal rights, and within police services.
- Some steps have been taken to improve social equity through reconciliation and cultural opportunities. However, a lack of urgent, problem-solving action remains a concern in the context of broken promises, lip service, a political lack of courage, and that equity issues were perceived as too costly to address.

**City Building**




Predominant reasons for low ratings for how well the City is currently doing with respect to the proposed goal, objective, and policy framework in **City Building** include:

- Planning shortcomings and urban sprawl are the biggest factors limiting Winnipeg from reaching the sustainable development goals.
- More cost-effective, and mixed-use infill is required to revitalize neighbourhoods. Respondents want existing neighbourhoods to be safe, vibrant, walkable and connected, with opportunities for people to gather and age in place and connects more people to their daily needs using alternatives to the personal vehicle.
- Strong opposition was expressed to urban sprawl that is poorly planned, creates car-dependency, increases infrastructure costs, lacks public amenities and compromises sustainability.
- Invest City revenues toward public transit and active transportation connectivity, and improved development regulation through planning tools and policy-based approval processes.

The following interconnected themes emerged from analysis of the rating rationale responses in order of frequency:

- Investment in support services that prioritize the needs of vulnerable people first.
- Budget redistribution and stronger commitment to plan implementation to achieve community needs.
- Sustainable transportation and land development investments shifts reliance from personal vehicles and associated infrastructure, to use of public and active transportation, and supports a more compact and connected development pattern and reduced GHG emissions as the city grows.
- Improve governance processes including planning, co-operation, leadership, consistency, and transparency, as well as public engagement, and clear evidence of alignment between policies and decisions made.
- Address inequity as experienced through systemic racism, socio-economic disparity between rich and poor, accessing Treaty and Aboriginal rights, and right to housing.

## Feedback Outcomes

The following table outlines the changes to the OurWinnipeg document and future recommended steps to address feedback we heard through this process. Please refer to the Rationale for Edits Table in Appendix F for the detailed information on what we did with what we heard from public, stakeholder and rightsholder feedback. Summary highlights from the Rationale for Edits Table and feedback in general, including how it influenced the review and draft Plan, are highlighted below.

| What we heard | What we did |
|---|---|
| Policy intent needs to be clearer and written in plainer language, with more user-friendly navigation | • Rationale for Edits table accounts for efforts made to clarify policy intent, simplify language, apply consistent language and terminology where applicable, and refine glossary definitions to enhance readability in response to feedback.<br>• A digitized version of the Plan with enhanced navigation tools, policy interpretation in plain language, and use of examples to illustrate policy in practice has also been discussed. |
| Policy needs to be clearly connected to actions, and given the City's perceived history of inaction, skepticism was expressed regarding whether or not the goals would be implemented | • A commitment has been made to develop a Strategic Priorities Action Plan once the Plan is adopted.<br>• Action ideas have been collected throughout the review for further consideration during the Plan implementation phase.<br>• A recommendation was adopted in the 2020 budget, committing the City to evaluate budget alignment with OurWinnipeg priorities as an initial step toward actioning the Plan. |
| Decisions should better reflect community needs and priorities | • The intent of re-structuring the Plan using the localized sustainable development goals is to make the United Nations Sustainable Development Goals more applicable in our local context.<br>• Policy speaks to promoting increased and broader representation from residents interested and impacted by City decisions as a means of engaging community leadership and in decision-making processes and outcomes.<br>• Policy direction highlights the need for indicators, data, and targets to monitor and evaluate the current community and organizational state in support of evidence-informed decision-making, including budget allocations.<br>• An Executive Policy Committee motion regarding the City's service delivery responsibilities was referred to the OurWinnipeg review to provide an opportunity for Council and public input during the implementation process with policy direction as context. |

| What we heard | What we did |
|---|---|
| Skepticism was expressed about whether feedback provided through this engagement phase would actually influence the Plan, particularly with respect to representation from voices that have been historically marginalized during such processes | • Feedback was considered and influences on the draft Plan have been accounted for through a Rationale for Edits table in Appendix F.<br>• A specific area of policy emphasis in the draft Plan reinforces community needs, and in particular, the need to create equitable access, on behalf of systemically disadvantaged, under-represented, and underserved groups.<br>• The OurWinnipeg review team worked with the City's Indigenous Relations Division while reviewing the Plan to better respect and incorporate Indigenous rights and perspectives as a means of advancing future partnerships. |
| Stronger, more committed policy language was desired with respect to specific policy content, including the terminology used to convey policy intent | • The Rationale for Edits table attached reinforces or clarifies policy intent in such instances.<br>• All significant policy edits were proposed in consultation with internal and external subject matter experts who had been involved in policy co-creation throughout the process.<br>• In isolated cases where feedback suggested a de-emphasis of policy such feedback was weighed against the broader scope of policy-specific feedback prior to consideration of edits. |
| Some organizations tended to align their feedback with mandated areas of interest or advocacy, both in terms policy support, and calls for policy reinforcement or removal. Some organizations demonstrated a more holistic understanding of how their interests fit into the broader policy intent and focused on policy for mutual benefit. | • Requests for the enhancement of mandated areas of interest or advocacy were assessed within the goals and policy intent context. Narrative text was modified where applicable to enhance the contribution of these interests to the higher-order sustainable development goals framework.<br>• The proposed implementation process is intended to be collaborative, and as such, external groups will have a role in evidence-gathering and prioritizing actions of mutual benefit to help ensure that all City and community contributions to goal outcomes are optimized. |
| Some participants had difficulty comparing content in the draft Plan with content from OurWinnipeg adopted in 2011 | • The OurWinnipeg team acknowledges that a revised document framework makes comparing these documents more challenging. A tracking sheet was developed to account for how policy evolved through co-creation over the course of the review. The project webpage also highlighted the similarities and differences between the documents. Assuming the goal framework, and policy numbering are applied going forward, document comparisons should be easier to accomplish. |
| Interest was expressed in a participatory and co-created Strategic Priorities Action Plan process post adoption | • The OurWinnipeg review team is advocating for a participatory process in response to this feedback that is consistent with policy intent expressed in the Plan. |

## Next Steps

Following this final phase of the review, there is a formal approval process which involves a public hearing heard by Executive Policy Committee. First and Second Reading of the By-law will be reviewed by Council. Following Second Reading, the City will seek Provincial approval. Finally, the last step is Council giving Third Reading of the By-law.

All those who requested updates on the project will receive email notification once information regarding the formal approval process is available.

## Appendices

**Appendix A** – Promotional materials

**Appendix B** – Survey Responses

**Appendix C** – Q&A feedback

**Appendix D** – Forum feedback

**Appendix E** – Written Submissions

**Appendix F** – Rationale for Edits Table

**Appendix G** – Survey Respondent Postal Code Map

# Appendix A - Promotional Materials

Winnipeg

# INFORMATION - COMMUNIQUÉ

For Immediate Release
July 13, 2020

## Planning for our shared future: City of Winnipeg seeking input on strategy for the sustainable growth of our city

**Winnipeg, MB** – With Winnipeg on pace to grow by over 160,000 people in the next 20 years, the City of Winnipeg is determining how our city should grow in way that builds community, improves quality of life, and ensures sustainability for the environment. The blueprint for how Winnipeg should grow has been detailed in strategic planning initiatives that the City is now looking for Winnipeg residents to share their views on.

The City has developed its strategy for sustainable growth in two interconnected planning initiatives:

***OurWinnipeg*** – The City's 25-year development plan, which provides a vision, goals, and policies intended to influence leadership and good governance, priority setting, the delivery of City services, how residents get around the city, and decisions about how Winnipeg grows. *OurWinnipeg* is required by the City of Winnipeg Charter, which requires the City to adopt, by by-law, a development plan that sets out long-term plans and policies. The current update of *OurWinnipeg* has been guided to this point by earlier public consultation, as well as input by the Community Advisory Committee.

**Complete Communities** – Building on policies set out in *OurWinnipeg*, Complete Communities is a citywide secondary plan that guides growth, development, and land use in Winnipeg.

Information and feedback opportunities for these initiatives are being presented together in order to provide a complete picture of how these planning documents propose to achieve the City's goals for sustainable growth as the population of Winnipeg continues to climb.

The opportunity to engage online with the City of Winnipeg on these important initiatives will continue until Monday, August 10, 2020. In light of current restrictions on in-person events, online discussion sessions will be held for both projects to present some of the

main topics of discussion, and allow for questions to be asked of the project teams at the following times:

**Topic**: OurWinnipeg: Sustainable Development Goals
**Format**: Zoom meeting
**Date**: Wednesday, July 22
**Time**: 7p.m. – 8:30p.m. (90 min)

**Topic**: Complete Communities: Growing Sustainably
**Format**: Zoom meeting
**Date**: Wednesday, July 29
**Time**: 7p.m. – 8:30p.m. (90 min)

To register and attend one of these sessions, please email city-engage@winnipeg.ca at least one day before the event you would like to attend.

For more information on *OurWinnipeg* and Complete Communities, and to view the draft documents, please visit winnipeg.ca/ourwinnipeg. To share your thoughts on how Winnipeg's future is envisioned through these initiatives, please visit: winnipeg.ca/ourwinnipeg2045.

For inquiries or those who require alternate formats, interpretation, or any additional accommodations to participate, please contact city-engage@winnipeg.ca or (204) 986-4243.

-30-

Media inquiries should be directed to the City of Winnipeg Media Inquiry Line at 204-986-6000 or via email at city-mediainquiry@winnipeg.ca.

Follow us on Facebook: facebook.com/cityofwinnipeg

Follow us on Twitter: twitter.com/cityofwinnipeg

Winnipeg

# INFORMATION - COMMUNIQUÉ

Pour publication immédiate
Le 13 juillet 2020

## Planifier notre avenir commun : la Ville de Winnipeg demande l'avis du public sur la stratégie de développement durable de notre ville

**Winnipeg, Manitoba** – La population de Winnipeg étant partie pour croître de plus de 160 000 personnes d'ici les 20 prochaines années, la Ville est en train de décider comment guider cette croissance de manière à pouvoir bâtir la collectivité, améliorer la qualité de vie et assurer la durabilité de l'environnement. Les détails du plan sur la croissance de Winnipeg sont donnés dans les initiatives de planification stratégique que la Ville veut maintenant soumettre à l'examen du public winnipégois pour recueillir son avis.

La stratégie de développement durable de la Ville comporte deux initiatives de planification :

***NotreWinnipeg*** est un plan d'aménagement sur 25 ans de la Ville, qui établit une vision, des objectifs et des politiques visant à influencer les dirigeants et la gouvernance, le choix des priorités, la prestation des services municipaux, la façon dont les gens se déplacent en ville et les décisions liées à la croissance de Winnipeg. *NotreWinnipeg* est une exigence de la *Charte de la ville de Winnipeg*, qui prévoit l'adoption par la Ville d'un plan d'aménagement sous forme de règlement municipal où il est énoncé des plans et des politiques à long terme. La version révisée actuelle de *NotreWinnipeg* a été guidée jusqu'ici par des consultations publiques antérieures ainsi que par l'apport du comité consultatif communautaire.

**Collectivités complètes** est un plan secondaire pour l'ensemble de la Ville qui s'appuie sur les politiques de *NotreWinnipeg* et qui oriente la croissance, le développement et l'utilisation des sols à Winnipeg.

Des renseignements et des possibilités d'exprimer son avis sur ces initiatives sont présentés ensemble pour donner un portrait complet de la façon dont ces documents de planification proposent d'atteindre les objectifs de la Ville en matière de croissance durable tandis que la population continue de grossir.

On peut donner son avis en ligne à la Ville de Winnipeg au sujet de ces importants projets jusqu'au vendredi 10 août 2020. En raison des restrictions actuelles sur les rassemblements, on organisera des discussions en ligne aux heures suivantes afin de présenter certains des principaux sujets à débattre et d'entendre les questions posées aux équipes de projet :

**Sujet :** *NotreWinnipeg* : objectifs établis en matière de développement durable
**Format** : Rencontre sur Zoom
**Date :** Le mercredi 22 juillet
**Heure :** De 19 h à 20 h 30 (90 min.)

**Sujet :** Collectivités complètes : pour une croissance durable
**Format** : Rencontre sur Zoom
**Date :** Le mercredi 29 juillet
**Heure :** De 19 h à 20 h 30 (90 min.)

Pour s'inscrire et participer à une de ces séances, prière d'envoyer un courriel à city-engage@winnipeg.ca au moins un jour avant la tenue de la discussion visée.

Pour en savoir plus sur *NotreWinnipeg* et Collectivités complètes et pour voir l'ébauche des documents, prière de visiter winnipeg.ca/notrewinnipeg. Pour exprimer vos idées sur la façon dont ces initiatives dessinent l'avenir de Winnipeg, prière de visiter winnipeg.ca/notrewinnipeg2045.

Pour obtenir des renseignements ou demander un format différent, des services d'interprétation ou d'autres aménagements afin de pouvoir participer, prière d'écrire à city-engage@winnipeg.ca ou d'appeler au 204-986-4243.

-30-

Les médias peuvent obtenir des renseignements directement de la ligne des médias de la Ville de Winnipeg, au 204-986-6000, ou par courrier électronique, à citymediainquiry@winnipeg.ca.

Suivez-nous sur Facebook : facebook.com/cityofwinnipeg

Suivez-nous sur Twitter : twitter.com/cityofwinnipeg

# Planning for our shared future: OurWinnipeg and Complete Communities

Our city is growing and changing.

We are asking for your input for what matters most as Winnipeg grows towards one million people.



Provide feedback online until August 10.

Please visit **winnipeg.ca/ourwinnipeg2045** to learn more and share your thoughts.



Virtual events will be held on July 22 and 29. Details available at **winnipeg.ca/ourwinnipeg2045**.

If you have questions or require alternate formats to participate, please contact **city-engage@winnipeg.ca** or **204-986-4243**.

For more information, visit us online at:
**winnipeg.ca/ourwinnipeg2045**

Winnipeg

# Planifier notre avenir commun : NotreWinnipeg et Collectivités complètes 2.0

Notre ville grandit et change.

Nous vous demandons ce qui compte le plus pour vous à mesure que la population de Winnipeg approche le million.



Soumettez vos commentaires en ligne jusqu'au 10 août.

Veuillez visiter **winnipeg.ca/notrewinnipeg2045** pour en savoir plus et partager vos réflexions.



Des événements virtuels auront lieu les 22 et 29 juillet. Détails disponibles sur **winnipeg.ca/notrewinnipeg2045**.

Si vous avez des questions ou besoin d'autres formats ou de services d'interprétation pour participer, veuillez écrire à **city-engage@winnipeg.ca** ou appeler au **204-986-4243**.

Pour plus d'informations, visitez :
**winnipeg.ca/notrewinnipeg2045**

Winnipeg

# Planning for our shared future: OurWinnipeg and Complete Communities

Our city is growing and changing.

We are asking for your input for what matters most as Winnipeg grows towards one million people.



Provide feedback online until August 10.

Please visit **winnipeg.ca/ourwinnipeg2045** to learn more and share your thoughts.



Virtual events will be held on July 22 and 29.
Details available at **winnipeg.ca/ourwinnipeg2045**.

If you have questions or require alternate formats to participate, please contact **city-engage@winnipeg.ca** or **204-986-4243**.

For more information, visit us online at:
**winnipeg.ca/ourwinnipeg2045**

Winnipeg

# Appendix B - Survey Responses

# OurWinnipeg Survey

## SURVEY RESPONSE REPORT

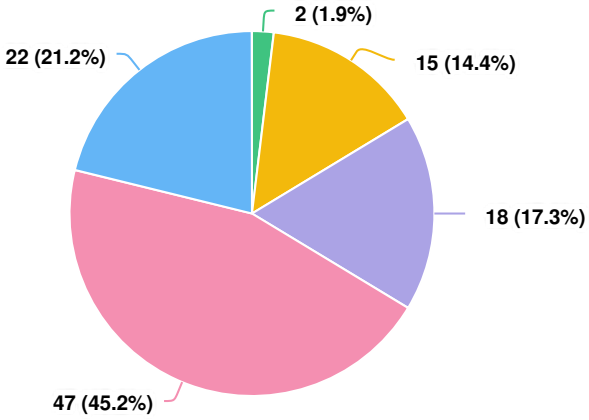
**12 July 2020 - 30 September 2020**

**PROJECT NAME:**
**Planning for our shared future: OurWinnipeg & Complete Communities**

BANG THE TABLE engagementHQ

# SURVEY QUESTIONS

## Q1 From your perspective, how well is the City currently doing with respect to the proposed goal, objective, and policy framework for Leadership and Good Governance?




**Question options**

Very well | Well | No opinion/Need more info | Poorly | Very poorly

*Optional question (104 response(s), 1 skipped)*
*Question type: Radio Button Question*

## Q2 Why did you choose this rating?

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 06:36 PM | While I have found the community outreach to be effective, very many people do not feel involved in planning. |
| Screen Name Redacted<br>7/13/2020 07:21 PM | I see several goals in planning documents not being met |
| Screen Name Redacted<br>7/13/2020 10:34 PM | I don't own a car, use public transport and walk, and I have a son under 2 y-o. We need better transportation, easier access to stores on foot, and a lot more daycares. This is not new and still nothing is done about it |
| Screen Name Redacted<br>7/13/2020 11:16 PM | You trying to establish communication - and this is an important step towards good change. |
| Screen Name Redacted<br>7/15/2020 11:40 AM | I do feel there isn't enough being done to hear more people's voices. While I understand public engagement is difficult, there should be new and innovative ways to engage more people as this type of study will affect the growth of the city for the next 25 years, and up to a million people. When people are left out, the diverse opinions and lifestyles of our communities are neglected. I do feel like there is not enough being done in the city for low- |

| | |
|---|---|
| | income communities, and we desperately need help for those without a safe place to live, or who are living with addictions and mental health issues. There also needs to be a much stronger approach to infrastructure spending. It currently feels like the city is afraid to spend money on potentially very beneficial infrastructure projects that would boost revenue and population growth in the long run. We need forward-thinking, long-term visionaries in our city, and a much more aggressive approach to sustainable development and public transit infrastructure. |
| Screen Name Redacted<br>7/15/2020 12:46 PM | Its nice to know that there is a written policy moving the city in a direction, but I am not completely trusting that the city planning will or is moving in the right direction. |
| Screen Name Redacted<br>7/16/2020 02:26 PM | Looking back through our previous guiding documents, that use fancy language around inequity, it's embarrassing to me that so few of those have come to fruition over more than a decade. We need to stop producing expensive documents that sit on a shelf or result in underfunded initiatives. Prioritize the most vulnerable and marginalized in our city. |
| Screen Name Redacted<br>7/16/2020 03:40 PM | It is bias to middle class and above |
| Screen Name Redacted<br>7/17/2020 12:02 PM | Concerns with recent news about impact fees and poor communication with Starlight about the Portage Place project. I understand the motivations, but concerns about the way things are being undertaken |
| Screen Name Redacted<br>7/17/2020 01:39 PM | The documents are written in bureaucratese. They are meaningless. This exercise is fruitless if you cannot speak in plain language. Other cities can do it, Winnipeg can to. |
| Screen Name Redacted<br>7/17/2020 02:19 PM | Poor decisions all around - approving funding for things we do not need - rapid transit - when there are more important issues ( emergency vehicles getting thru jam packed lanes on roadways) - they have no where to go. They ram condos on every vacant space which brings the volumes of vehicles on roads.. If your doing that we need 3 lanes on each side, not the 2 that were here 40 years ago when traffic volumes were not an issues.. The city needs to grow with the bldgs/population.. Its growing but the flow for traffic is stuck back in the 60's..... they need to do like the states off ramps into residential shopping area, not bldg residential and others in the middle of a hwy..... |
| Screen Name Redacted<br>7/17/2020 03:18 PM | I do not support the UN new world order plan to control our lives. |
| Screen Name Redacted<br>7/17/2020 05:36 PM | While there is a lean to a more sustainable option in a greener Winnipeg, the superficial stance & silence over the police budget inexcusably coupled racism & harm of people of colour, lends a devastatingly low opinion of the cities tact toward leadership methods that are wholly necessary. The oppressive & blind views towards our city’s homeless population is dumbfounding & caustic to the human rights of those deemed by our inaction. |

| | |
|---|---|
| Screen Name Redacted<br>7/17/2020 05:39 PM | Most of our leaders have poor vision and their governance is usually in the benefit of a select few. |
| Screen Name Redacted<br>7/18/2020 10:42 AM | We don’t need a sustainability plan, we need less city spending |
| Screen Name Redacted<br>7/19/2020 12:11 PM | Our mayor & his EPC are not working with the rest of our councillors. |
| Screen Name Redacted<br>7/20/2020 12:29 PM | Neighborhoods like Sage Creek go without the basics - TRANSIT on a regular ALL DAY schedule and City lobby for this very well established and growing community for a second school (Province) and a basic - a Post Office (Federal). I have no evidence that the city has helped this area - which includes the entire income spectrum and New Canadians - achieve these BASICS |
| Screen Name Redacted<br>7/20/2020 02:29 PM | I applaud your forward thinking, particularly on the UN Sustainable Development Goals, however I will need to see progress in this matter before I can give you a better rating. We have a lot of pressing issues related to poverty, health, education, climate change, transit access, affordable housing, active transportation, local food, use of chemicals (pesticides, insecticides, herbicides), homelessness, and police related violence. All of these issues contribute to inequality locally and to climate change on a global level. Artists (visual, music, literary, theatre, dance, film) provide considerable value to the community but generally are not compensated with a livable income. Individuals providing care services to the elderly and disabled should be given better workplace safety and financial compensation for the important work they do. Public spaces such as libraries, swimming pools, urban forests, parks, and play areas need to be a priority. Corporations (including land developers, resource extraction, food conglomerates etc.) should not be given control of our laws, land, water, and finances. Greater emphasis should be placed on the success of locally run businesses, particularly those that focus on fulfilling the UN Sustainably Development Goals. |
| Screen Name Redacted<br>7/22/2020 03:50 AM | Our city leadership is failing. It is trying to be all things to all people and it can’t be. It needs to focus on its core services: Transportation, police, fire, water, sewer, garbage, and parks, included in that is grass cutting. Evidence based decision making would mean our city leadership listens to city and transportation planners, and that only happens occasionally. Unabated sprawl has been out of control for 50 years and yet only in the past year did the mayor try to do something about it and even then he failed. The City leadership should have been working with the Province to stop this over the past 25 years and not just today. The damage caused by sprawl has been known since the 80s. Connected to this, our transportation network is a disaster. If the city had listened to the evidence we would have high speed routes across the city (see Calgary, Edmonton, and Minneapolis) including the use of access roads instead of a red light at every intersection (see |

| | |
|---|---|
| | almost any other city in North America, Route 90 and Bishop Grandin are an embarrassment). Instead our city leadership has chosen to overload roads that were not built, designed, or planned for the volume of traffic they see, many of which are residential road, thus increasing the risk to the pedestrians and cyclists who use them. Our city leadership has achieved a rare level of ineptitude with this model. Winnipeg is neither a car city, as moving by car in this city is neither quick, nor efficient, nor we are not a pedestrian/bike city, because our active transportation routes suck, are not connected, and have been done piecemeal. Interestingly enough, Calgary and Minneapolis have both fast and efficient routes for vehicle traffic to cross their cities while at the same time having excellent active transportation networks, proving it is not an issue of it can't be done, it is an issue in Winnipeg of failed leadership and governance. Keeping in mind Winnipeg spent a billion dollars to knock 5 minutes off the bus ride from downtown to U of M. Our City leaders in their wisdom solved a problem that didn't exist. Transit service on Pembina Hw was excellent before the BRT. That money should have went into improving the overall transit system not one leg that wasn't a problem in the first place. Our city councillor model is a failure and accordingly our city has no vision. Governance by referendum is a failure of leadership (see Portage and Main). Our city leadership is driven by their own four year electoral goals which regularly override planners and other experts, resulting in decisions that benefit the leadership short term while costing citizens long term. (See 2003 traffic engineer recommendation to raise speed limit on Grant Av to 60 Kph and the city leadership choosing not to, a decision than has literally costs tens of thousands of Winnipeggers millions in total). Each city councillor is only interested in what serves their area and their re-election opportunities best, there is no incentive for them to think collectively and big picture for the whole city as a party model would create. Furthermore, with our current city leadership model there is no accountability when problems do occur; our elected city leadership is not accountable for failures within city departments when they occur. This is contrary to one of the key governance concepts at the provincial and federal levels of government, ministerial accountability. This is a failure of leadership and good governance to not recognise this. Presently it is much too easy and it is actually encouraged for city councillors to say, oh I didn't know, I'm not responsible for that. The buck has to stop somewhere if errors are made in city departments and it should be elected councillors responsible for them wearing it. |
| Screen Name Redacted<br>7/22/2020 09:06 AM | There is no forward thinking in the City Departments to plan the future of the city. People don't trust the City as they don't see things that matter to them accomplished by the city. |
| Screen Name Redacted<br>7/22/2020 01:48 PM | Because the City does not engages with the community very much in terms of decision making |
| Screen Name Redacted<br>7/22/2020 02:32 PM | Council and department agencies too often make important decisions behind closed doors, are not transparent and are contrary to public's desires (e.g. removing sidewalks for loading bays, cuts to recycling and transit service, no |

| | |
|---|---|
| | organic waste pickup) |
| Screen Name Redacted<br>7/22/2020 02:38 PM | This council continually ignores the recommendations of the current OurWinnipeg plan which calls for reductions in automobile dependence, more investment in Transit, more investment in cycling, and the creation of denser neighbourhoods |
| Screen Name Redacted<br>7/22/2020 02:47 PM | It is good that there are processes taking place to ensure Leadership and Good Governance, however there is room for improvement regarding the dissemination of information and ability to participate in the process, particularly from under-represented and marginalized groups. Members of these groups often need to be sought out and explicitly invited to participate. Feeling like there is a voice for marginalized groups is important for buy-in and trust - this has not yet been achieved. |
| Screen Name Redacted<br>7/22/2020 02:49 PM | You are spending money on frivolous things like bicycle paths when our roads and sidewalks are deplorable. Infrastructure has not been looked after for over 30 years. |
| Screen Name Redacted<br>7/22/2020 04:19 PM | The city has good planning documents that are completely ignored at budget time. So much time and energy and money goes into them, and then we build unsustainable car-oriented suburbs. |
| Screen Name Redacted<br>7/22/2020 04:54 PM | It’s difficult to say, as the answers may be wildly different depending on which community is answering. For my own purposes, the city is doing well, but I see that it’s not working for everyone. |
| Screen Name Redacted<br>7/22/2020 06:44 PM | I want to get up to speed on understanding a more fleshed-out call for action on each of the bulleted points under "OurWinnipeg Policy Context" in this area. |
| Screen Name Redacted<br>7/23/2020 10:04 AM | Overall the city is doing a good job, but I think there could be a stronger push for more public input. I only stumbled upon this because of a post on the city's Facebook page. I think mailing out information, or emailing citizens would be a more effective way to get to everybody, not just those who are interested in the city's social media platforms. |
| Screen Name Redacted<br>7/24/2020 12:28 PM | The mayor and the councillors got their positions on a promise of reform and refining of social services and a stop to cuts and austerity, and promptly went on to defund libraries and pools and community infrastructure at large, with only massive public outcry to curb those proposals. |
| Screen Name Redacted<br>7/26/2020 03:52 AM | EPC runs things regardless of elected councillors and citizens |
| Screen Name Redacted<br>7/26/2020 11:58 AM | Leaders ask for input but go ahead with plans they have decided in committee. Like many groups there seems to be lots of bargaining and deal making behind the scenes and ultimately some groups end up with no representation because their councillor makes a deal to get their own agenda addressed and approved. |
| Screen Name Redacted | Decisions are not transparent, and the consultation process is exclusive, so |

| | |
|---|---|
| 7/28/2020 04:45 PM | only a minority of opinions get heard. I don’t find that decisions made at City Hall align with the policy documents the public service prepares. |
| Screen Name Redacted<br>7/28/2020 10:51 PM | I chose this rating because the scandals related to the City of Winnipeg ( city hall & administration) that have happened over the past decade, some of the problems with city services that have been ongoing, and the way that the city has dealt with police union & transit union negotiations have given me the impression that the city has not done well so far in terms of "transparent, accountable and evidence-based" decision making, promoting trust in government, and in having a "responsive, representative and resilient workforce". Or in other words, I do not think that the City is currently doing well in respect to the goal, objective, and policy framework for Leadership and Good Governance. P.S Don't the words "goal" and "objective" mean the same thing? |
| Screen Name Redacted<br>7/29/2020 02:19 AM | Because strong effort is being made. I would suggest that language be simplified so that we can grasp the key points more clearly. |
| Screen Name Redacted<br>7/29/2020 07:22 PM | |
| Screen Name Redacted<br>7/29/2020 10:14 PM | I am thinking of the infill process; the city is an uncomfortable intermediary between residents and developers; rather than coming up with proactive solutions to make that process better, it is coming up with rules in bylaws to settle disputes. Better to require proponents to sort out differences with their neighbours in the first place. |
| Screen Name Redacted<br>7/30/2020 11:07 AM | What has improved? |
| Screen Name Redacted<br>7/30/2020 11:44 PM | Great Leadership at City Hall. |
| Screen Name Redacted<br>7/31/2020 02:08 AM | We are a Human Rights City and have Leadership and good governance. |
| Screen Name Redacted<br>7/31/2020 04:25 AM | Housing is an issue and so is the infrastructure. The city needs to change over slowly to a new energy grid and in this way the future transition to renewables and solar energy, where cars are fueled by electricity will be easier. |
| Screen Name Redacted<br>7/31/2020 03:04 PM | Winnipeg lags behind countless other cities in tackling the issues in this visioning document. Vancouver and Montreal have been doing this stuff for 30+ years already. Edmonton has 120+ city planners (and listens to them). Winnipeg has been incredibly slow to implement progressive growth strategies that reflect the world's renewed focus on strong urban fabrics, a Public Works department that apparently only cares about car traffic, a long history of anti-pedestrian and anti-business growth patterns, and has taken a |

| | |
|---|---|
| | rather adversarial relationship with its citizens over the past number of years. The budget process for this recent 4-year budget was full of mis-trust and manipulation. And in the end we got a budget that was dominated by roads and cops - the two things we need substantially less of. |
| Screen Name Redacted<br>7/31/2020 06:25 PM | The Katz years left me with the feeling that city government was autocratic and occasionally abused for the enrichment of insiders. Bowman's administration has subjectively been better. There seems to be a good effort, if sometimes unsuccessful, to use public engagement to persuade Winnipegers to choose long-term goals over their short-term desires, i.e. opening Portage & Main or the recent Reimagine Elmwood project. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | Mayor and council do not work as one. Mayor weak, Janice Kevin and Ms. Santos are all vying for office-no one serves me. |
| Screen Name Redacted<br>8/03/2020 10:32 AM | Don't know enough to make a proper response |
| Screen Name Redacted<br>8/03/2020 10:54 AM | More affordable housing, that is not cramped and tiny, needs to be available to all. |
| Screen Name Redacted<br>8/03/2020 10:58 AM | Bowman doesn't listen to anyone that doesn't ride a bike to and from work. |
| Screen Name Redacted<br>8/03/2020 12:03 PM | Decisions do not appear to be based on best practice planning. The portage and main plebiscite was a perfect example. Planners all across the country gave a clear answer to what should happen to the intersection yet it remained closed for political reason. |
| Screen Name Redacted<br>8/03/2020 02:49 PM | City to busy with unions and downtown problems |
| Screen Name Redacted<br>8/03/2020 08:16 PM | Past experience in direct and indirect interactions bothmprofessionally and personally with COW personnel and leadership. |
| Screen Name Redacted<br>8/04/2020 12:48 PM | 1. There are disconnects between City Administration and City Council/EPC. Councillors should not be able to directly interfere with department operations or information - they are not "Ministers" of departments. 2. Transparent decision-making is lacking. Pro-actively release more consultant and internal reports that are the backbones for decisions. Tax dollars pay for these reports and if citizens had access to more fulsome information, they would be better equipped to support or challenge City decision-makers which is key to democratic government. Even if the City decides not to implement report recommendations, they can explain why with evidence and own the decisions. This would be better than City Admin and City Council pointing fingers at each other which is just embarrassing to watch. 2. PPD, in particular, and Public Works, to a slightly lesser degree, need overhauls - very large departments that seem like mazes to maneuver - with unclear |

| | |
|---|---|
| | priorities, poor department leadership/management, and toxic/ineffective employees. |
| Screen Name Redacted<br>8/05/2020 02:40 PM | Poor public engagement so far. |
| Screen Name Redacted<br>8/05/2020 03:42 PM | Putting the reopening of Portage and Main to a city wide vote. |
| Screen Name Redacted<br>8/05/2020 04:51 PM | Constantly deferring to 'community consultation' results in money being spent in a compromised fashion. E.G. If you are serious about building a bike lane from Wolseley to Osborne, build a bike lane. If you ask car drivers you will get an answer that favours car drivers... not your sustainability/AT objectives. Car drivers already have a ton of infrastructure dedicated to them. I engaged fully in this process as a resident/walker/cyclist/driver and the results frustrated me beyond belief. To effect change you have to lead which means sometimes putting yourself in a position for others to direct criticism at you. |
| Screen Name Redacted<br>8/06/2020 12:31 AM | Roads that were build in the last 5-7 yrs need work every year. Obviously your goals are not met and leadership needs to be taken so that it's done properly the first time. |
| Screen Name Redacted<br>8/06/2020 11:45 AM | Community engagement processes do not currently meet the needs of many people in Winnipeg, particularly those who are most disadvantaged. |
| Screen Name Redacted<br>8/07/2020 10:00 AM | The city does not use evidence base decision making for either capital projects or developments. These are driven by political pressure. |
| Screen Name Redacted<br>8/07/2020 11:42 AM | the city seems to focus more on what will get the mayor re-elected versus making a bold and tough decision. a leader makes the tough decisions - doesnt just push things to other levels of government or do this to appease the majority |
| Screen Name Redacted<br>8/07/2020 01:00 PM | The city seems to lack a clear plan. Decision regarding funding for sale of Portage Place lacked public consultation while using funds that could be allocated to services that benefit the city. Slow process for any innovation. We need to move swiftly around issues of climate change. I've yet to hear response from mayor on recent issues of police violence and systemic racism. We need strong leadership. We need a city without barriers. |
| Screen Name Redacted<br>8/07/2020 01:40 PM | Planning dept is inconsistent, ill-managed, has a variety of standards for infill that undermine residents and neighbourhoods. That $20 M that just went to a single developer without a proper feasibility study - not good governance to make big last minute decisions without publicly-vetted independent evidence! Where are the feasibility studies for Rapid Transit or for either leg of it so far? Actual evidence is nowhere. Or for Waverley West reconstruction? Nowhere. City doesn't do feasibility studies, then gets in hot water like it did for SkyCity developers - that mortgage fraud company Council gave $6M. Conclusion: public engagement is meaningful only if staff and Councillors are forced by |

| | |
|---|---|
| | regulation to respect it. Furthermore, allowing mature neighbourhoods to be decimated by over-development (eg. Lord Roberts, Glenwood) smells of corruption. Why isn't the City actively preventing kick-backs? Also, the Integrity Commissioner rebuts all complaints agains Councillors even when the City's own video records Councillors abusing citizens...hmmm could it be because (1) Council hires & could fire her and (2) it is in her job description that she doesn't have to do her job. Oy! |
| Screen Name Redacted<br>8/07/2020 02:41 PM | Infill practices, violating bylaws (using variances to do lot-splitting) The province<s Planning Act Handbook under variances, Selction 6.3 page 25...."A variance can not be used to circumvent the plan or zoning by-law" |
| Screen Name Redacted<br>8/07/2020 03:22 PM | Forced plebicite re: Portage & Main from Councillors vehemently opposed to opening it DESPITE detailed studies showing minimal impact on traffic congestion for opening, and DESPITE the mayor's electoral promise to open the intersection. |
| Screen Name Redacted<br>8/08/2020 08:51 AM | I'm on the fence. There are things the City does well but, while taking a survey is great, I'm not sure any results that differ from any proposed agenda would cause plans to be revised. I have lost faith in our leadership. |
| Screen Name Redacted<br>8/08/2020 02:15 PM | City council needs increased transparency, and should follow planning documents on their decisions |
| Screen Name Redacted<br>8/09/2020 01:43 PM | Present housing policies do not show consideration and respect for existing neighbours, there is no adherence to sustainable development principles in planning infill housing and right now maximum lot coverage and house height are too large and encourage wasteful building practices; there is very little affordable housing being built, only luxury condos; infill houses in mature neighbourhoods are often priced minimum $100,000 over existing homes, so out of reach of young families and adults; bus scheduling doesn't meet public needs, bike routes are disjointed, roads are continually being fixed even if they were fixed a few years ago, sidewalks are closed for over a year for building projects without consultation of the neighbourhood; no listening to the public when they complain so definitely no trust. |
| Screen Name Redacted<br>8/09/2020 03:25 PM | Poor interaction, communication and decision-making process between Council, administration and public service. Insufficient time given to Council members to review documents, information prior to decision-making. Issues with EPC |
| Screen Name Redacted<br>8/09/2020 03:46 PM | While long-term strategies and policies tend to "say the right things", day-to-day decision making and actions (budgeting, public works priorities, etc.) never seem to align with those long-term goals. |
| Screen Name Redacted<br>8/09/2020 08:28 PM | I’m concerned about the lack of action on our meth crisis & I’m disappointed about the Roblin bike lanes. |
| Screen Name Redacted<br>8/09/2020 09:04 PM | Time & time again I see the public service's recommendations overridden by council because they are politically unpopular. I see council burying its head |

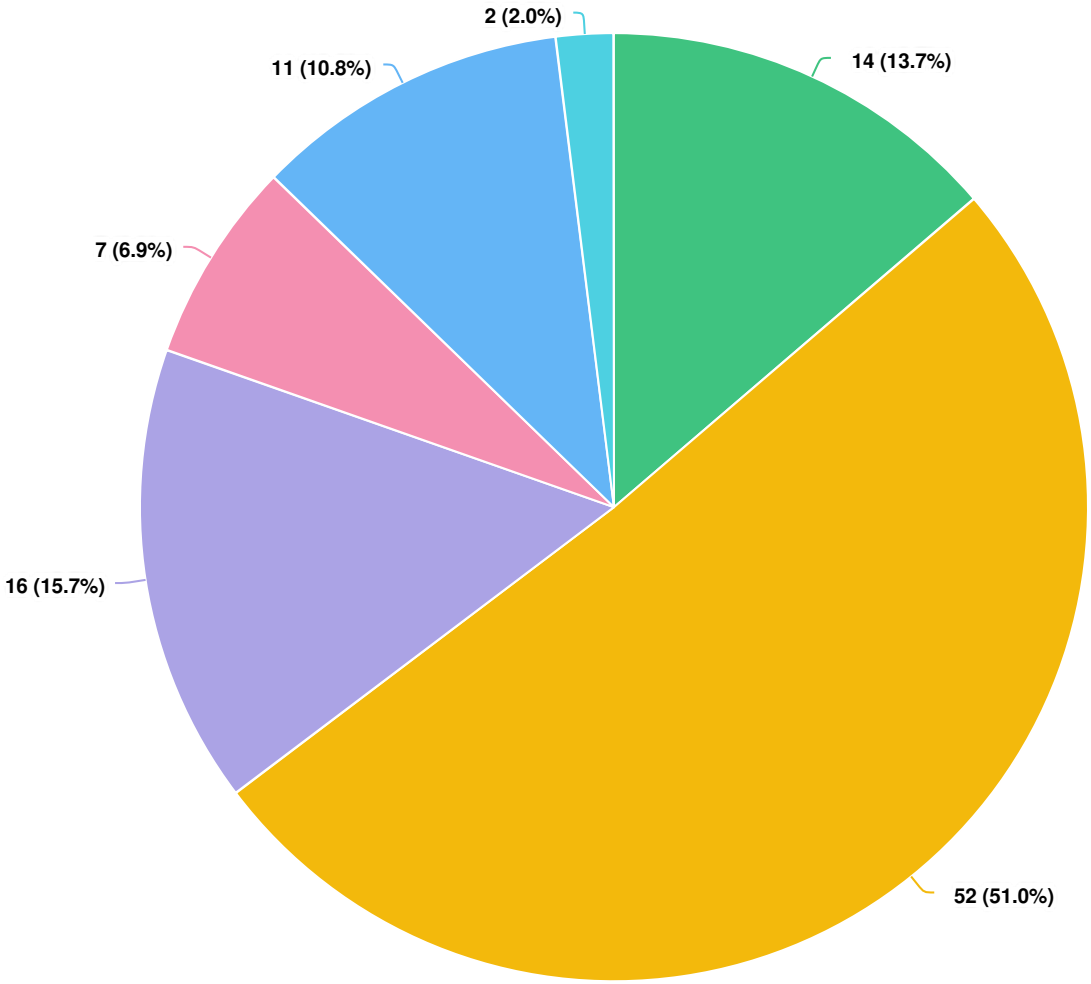
| | |
|---|---|
| | in the sand about our near financial insolvency. I see a mostly complete failure to educate the public (as good leaders must do) and instead pandering to the loudest complaints (for instance, putting Portage & Main to a plebiscite without giving voters any facts or evidence to make an informed decision). I see insufficient support (at best) when communities come forward with solutions they have identified themselves to address their challenges and needs - a serious lack of empowerment. And the EPC+2 model with its secret "pre-meetings" and information access is the opposite of transparent and erodes the public's faith in the democratic process at city hall. Also, as a citizen, to be able to participate in a way that has any likely impact requires enormous privilege and resources: the ability to appear in delegation for an unknown number of hours during the workday is something that most people don't have - and perhaps the voices that are least heard are also the least likely to be able to participate in this way. |
| Screen Name Redacted<br>8/09/2020 11:36 PM | Too much money towards business and not enough time and energy towards educating citizens on policy and procedures. Poor bus serve. Too many items being stolen and not enough police officers. Also independence is needed in police officer investigations. A citizens committee is needed. Noise in city from 7 am to 11 pm. Needs to be 9 am to 9 pm. Houses are taken down, my neighbor, no one asked me about it. Procedures about this in Toronto!!! |
| Screen Name Redacted<br>8/10/2020 08:50 AM | The City puts in significant effort to look like it is engaging with the citizens, but too much of this seems like a show and sometimes even a poorly acted show. For example, in March, the budget consultations during the pandemic were painful to watch. So often the Mayor and Councillors were defensive and sometimes rude. It certainly discouraged me from ever putting in the time to present to Council. As well, I am part of an advocacy group that has often written to Councillors and our group rarely even gets an acknowledgement to our communications let alone answers to our questions. Even with this call for feedback --- there is so much information provided that it is discouraging to try to slog through it all, there is no plain language component (so that is discriminatory), the font is dull and there is not enough white space to make the documents more easily readable, the symbols for the different themes are so tiny and I can't remember the meanings for the dozen of them, etc. In short, it looks like you want to engage but you are actually putting up barriers to the engagement. Finally, how do we know you will take any of this into account? Politicians promise things and back down (for one example, making the corner of Portage + Main accessible). |
| Screen Name Redacted<br>8/10/2020 11:27 AM | I think that the asset management system is heavily biased toward maintenance of the status quo, especially with regard to maintenance of traffic flow and modes of transportation. For instance, no sidewalk assessment is included in prioritization of roadway projects, and quality of service for someone on a bike is not considered if there is no bicycle facility on a given road (say Main Street), which means that improvements to walkability/bikeability are not considered in your prioritization criteria. |

| | |
|---|---|
| Screen Name Redacted<br>8/10/2020 12:56 PM | I have not seen processes in place to ensure evidence-based decision making. These kinds of surveys are a good start for engagement, but more work needs to be done before I would revise my rating. |
| Screen Name Redacted<br>8/10/2020 02:14 PM | Decision-making is not transparent, accountable, and evidence-informed. The city does not practice sound and sustainable fiscal management of public funds. |
| Screen Name Redacted<br>8/10/2020 02:28 PM | There is a weak council and mayor who care more for political power than the well being of our city. |
| Screen Name Redacted<br>8/10/2020 05:02 PM | OurWinnipeg includes many laudable policy directions that seem to have been ignored. I would like more transparency on strategic priorities, as well as an evaluative mechanism for them. |
| Screen Name Redacted<br>8/10/2020 07:15 PM | The city commissions studies and adopts policy, but doesn't follow through or guide decision making with it. Examples are pedestrian bike study or transportation mode shift goals. |
| Screen Name Redacted<br>8/10/2020 09:33 PM | Defund the police. |
| Screen Name Redacted<br>8/10/2020 11:05 PM | Policies are ignored at will or overridden by Councillors. The City already has many excellent plans but they remain on the shelf and/or unfunded. The squeaky wheel, whether residents, businesses or developers, continues to get the grease. The City more often seems to be reactive rather than proactive, e.g. jumping to provide millions in funding to a private developer from Toronto for redevelopment of Portage Place. If decision-making were truly evidence-based, the City of Winnipeg would not continue to expand our road system and instead would adequately fund transit and AT to make them viable alternatives or complementary mobility options given they provide a much higher return on investment. Drawing from a blog post by [redacted]: (1) Transit: A 2010 study by the CUTA ([redacted]) showed a return of $3.37 for each $1 spent on public transportation. And a 2014 study by the APTA ([redacted]) showed a return of $3.70. (2) Pedestrian and Cycling Program: A 2012 study ([redacted] of over 50 U.S. cities reported a return on investment of $11.80 for each $1 spent on walking and cycling projects. And that same study estimated that twice as many jobs are created with active transportation projects as opposed to road projects. The director ([redacted]) of U of W's Institute for Urban Studies was quoted in the May 1st edition of the Winnipeg Free Press article (One Sprawling City) as saying: ""We have a very strong car culture in this city, so there needs to be incentive, either through a rebate program or through a provision of services, whereby we get people out of their vehicles and into transit, and reduce that |

| | |
|---|---|
| | demand on the car." However, saying that Winnipeg has a strong car culture is a self-fulfilling prophecy, i.e. we have a strong car culture because for many people there is no other practical choice. |
| Screen Name Redacted<br>8/10/2020 11:41 PM | A lot of the decisions made are biased, favouring certain counsellors ridings and associates |

**Optional question** (79 response(s), 26 skipped)
**Question type:** Essay Question

## Q3 Do you agree that the proposed OurWinnipeg policy in draft provides the appropriate direction for actions by the City to achieve Leadership and Good Governance in the future?




**Question options**

Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree | Other (please specify)

*Optional question (102 response(s), 3 skipped)*
*Question type: Radio Button Question*

## Q4 What actions should the City prioritize to make further progress towards Leadership and Good Governance, starting now, and why do you consider this to be important?

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 06:36 PM | Citizens want to feel heard. |
| Screen Name Redacted<br>7/13/2020 07:21 PM | We need better public transit / rapid transit. Take leadership and make that happen. |
| Screen Name Redacted<br>7/13/2020 10:34 PM | Neighbourhood needs assessment should be step 1 -it will provide a better evaluation of what the focus should actually be |
| Screen Name Redacted<br>7/13/2020 11:16 PM | Everything comes to being lean. Lean action, lean leadership and smart innovation. Ask questions to better understand the flow of the city and its members .. and it's value placement. You have to do Gemba, to listen and see what needs to be done from the ground view. Don't only rely on reports, go directly to the source. The city should deliver value to its constituents. |
| Screen Name Redacted<br>7/15/2020 11:40 AM | The goals laid out in the OurWinnipeg plan point the city in a stronger direction, and encourage our decision makers to make stronger, longer term decisions in terms of making our communities more sustainable and getting more people on public transit instead of their personal vehicles. However, it still doesn't feel aggressive enough, as it is proposing development stays close to status quo, and doesn't express the importance of a strong, frequent public transportation network in growing a city enough. |
| Screen Name Redacted<br>7/16/2020 02:26 PM | Get rid of the EPC. It's not democratic and all councillors should have an equal voice, as elected representatives. |
| Screen Name Redacted<br>7/16/2020 03:40 PM | Guaranteed basic income. Green initiatives |
| Screen Name Redacted<br>7/17/2020 12:02 PM | "Sound and sustainable fiscal management" should include proper implementation of processes (to avoid going to court, as was seen with the impact fees), and a hard look at police accountability and oversight (making disciplinary records public, decreasing police budget and increasing supports to community and social services) |
| Screen Name Redacted<br>7/17/2020 01:39 PM | Speak in plain language. For a simple example: •Achieve community-responsive service delivery through an aligned, integrated, collaborative and results-oriented organizational culture. … Anytime the organizational culture requires four vague aspirational adjectives, the exercise is pointless. |
| Screen Name Redacted<br>7/17/2020 02:19 PM | Get rid of rapid transit and bike lanes.. Why do people that drive and pay car insurance pay for a bike lane that they do not even pay insurance? They just cause more obstacles on our roads.. The volume of traffic has tripled with all |

| | |
|---|---|
| | the condos rammed on every vacant spot. They need to expand roadways when they increase traffic volumes in all areas of the city.. Very poor planning |
| Screen Name Redacted<br>7/17/2020 03:18 PM | Keep lanes open on roads and stop car hating policies like the entrapment of motorists for fine revenue. Obstruct dangerous 5 generation internet. Ignore the dictates of UN plans |
| Screen Name Redacted<br>7/17/2020 05:36 PM | Defunding the police & using what was allocated in the glut of their budget to support actual community growth & sustainability. A police museum is wholly unneeded & will only further glorify a problematic & oppressive institution. Putting any & all of that money into fields of actual aid & resources, such as sustainable & truly affordable housing (massive new build condos are sitting predominantly vacant), community resources such as Main Street project is running a shoestring budget for the safe space it is creating, fostering an alternative to police interventions that often. Holding larger companies in Winnipeg accountable to their promises of affordable housing & taxing said massive operations appropriately for the spaces they are coopting. |
| Screen Name Redacted<br>7/17/2020 05:39 PM | defunding the police, a huge budget issue and a department that has an inordinate amount of control on the city, would be a good step. |
| Screen Name Redacted<br>7/18/2020 10:42 AM | Reduce the number of departments and city “employees” |
| Screen Name Redacted<br>7/19/2020 12:11 PM | It's a good policy but culture trumps policy, always. Leadership should read it, list how their day to day activities contradict it and then apologize to each other. |
| Screen Name Redacted<br>7/20/2020 12:29 PM | Quite frankly the amount of money wasted on getting the short end of land deals, overspending DRAMATICALLY on police (buildings, OVERTIME, pensions). Put some management in there. They have abused my trust for their own personal gain. The City needs to stop catering to the more affluent people and areas of the City |
| Screen Name Redacted<br>7/20/2020 02:29 PM | The first order of business should be to provide adequate housing to all city residents. Homelessness should be eradicated. It will cost less to place people into homes, than it currently costs us to pay for the healthcare, police force, prison, and other related entities. Financially it makes sense to provide homes rather than continuously funneling money into short term solutions. Homes are also an important source of dignity for human beings, and allow people to have a healthy base from which to contribute meaningfully to society. The city of Medicine Hat provides a fine example of how this problem can be dealt with. The savings achieved from such a measure can be used towards improved education and healthcare for everyone. Fight against the drive for privatization, as this will only increase the inequality. |
| Screen Name Redacted<br>7/22/2020 03:50 AM | As I stated above the City governance model is flawed and the City should work with the Province to amend the City of Winnipeg Charter to address the fact that the current city leadership model offers no accountability when problems do occur; our elected city leadership is not accountable for failures |

| | |
|---|---|
| | within city departments when they occur. This is contrary to one of the key governance concepts at the provincial and federal levels of government, ministerial accountability. This is a failure of leadership and good governance to not recognise this. Presently it is much too easy and it is actually encouraged for city councillors to say, oh I didn't know, I'm not responsible for that. The buck has to stop somewhere if errors are made in city departments and it should be elected councillors responsible for them wearing it. As for the rest of this section, it all sounds great in theory, but in reality it is a total failure. Do you know what the Winnipeg 2020 plan written in 1993 talks about "community leadership, representation, and advocacy" and "regulatory authority to safeguard the public good." Clearly that did not happen. See Winnipeg Post Office/Police Headquarters, WFPS Halls, Water and Waste failings, and on and on. Winnipeg 2020 also said that working cooperatively in "Partnership and collaboration" were "integral" so the City could "leverage resources to maximum advantage and to provide the most effective and efficient services to citizens and businesses." That too often did not happen and the words in this 2045 plan are merely the same recycled meaningless bromides from the Winnipeg 2020 plan. |
| Screen Name Redacted<br>7/22/2020 09:06 AM | Removing red tape to streamline processes. |
| Screen Name Redacted<br>7/22/2020 01:48 PM | The city should prioritize taking actions on poverty reduction goals. |
| Screen Name Redacted<br>7/22/2020 02:32 PM | Policies without teeth are desires |
| Screen Name Redacted<br>7/22/2020 02:38 PM | We need a vision zero plan that sets policy for street redevelopment, reduction in residential speeds, and increased commitment to building protected bike lanes and better pedestrian infrastructure so people can commute to work and school safely. This needs to be a priority as it will impact the redesign of streets or prevent the unnecessary twinning of streets |
| Screen Name Redacted<br>7/22/2020 02:47 PM | Develop strategic communications plans to ensure marginalized and underrepresented groups have more input regarding planning and policy development. |
| Screen Name Redacted<br>7/22/2020 02:49 PM | Be more accountable and stop the spewing out irresponsible rhetoric. |
| Screen Name Redacted<br>7/22/2020 04:19 PM | At this time I'm a skeptic. Just this spring we saw Roblin redone, part of the pedestrian and bike network, and that was ignored and things were repaved as per usual. Trust in the city to do what its own plans say is low. Citizens will have to see it to believe it. |
| Screen Name Redacted<br>7/22/2020 04:54 PM | Our city government should better reflect the diversity of our citizenry. |

| | |
|---|---|
| Screen Name Redacted<br>7/22/2020 06:44 PM | I would highlight the following areas for the City to prioritize in order to make further progress toward Leadership and Good Governance, starting now: * Neighbourhhood Needs Assessment - in order to do this, you need to speak with and get written stats and ideas of the kinds of calls and challenges different community organizations are doing - i.e. there is a pandemic of domestic violence within the pandemic of COVID-19, and even before we knew anything about coronavirus, the incidence of intimate partner violence; and/or family violence in the Seven Oaks area of Winnipeg was considered at "epidemic" levels. * Community Capacity Development - in order to make a resounding long-term difference in our communities, the charitable non-profits, which are so essential to meeting ground-level needs of vulnerable citizens, PRs, international students and workers, and migrants, need funding to sustain both proactive and reactive responses to community challenges i.e. domestic violence, poverty, food insecurity, homelessness - some of the intersectional challenges to DV; * Equitable Funding Distribution - sometimes, we need a new or updated lens with which to view which organizations should be afforded an approved funding opportunity to carry on the good work/essential work they are doing vs giving the same organizations the same funding year after year after year; *Integrated Knowledge and Resources - I say this because this city (and countless others in Canada) need to really grasp the gravity and long-term intergenerational and economic impacts of domestic violence happening every day in Winnipeg - in 2019, the Winnipeg Police Service responded to 89,000 domestic violence calls (* that works out to be 49 calls per day) - Det. [redacted] quoted this stat at SHADE Inc.'s MIRRORS workshop #9 on June 29/20; * Evidence-informed Decisions - of course! For the current population of Winnipeg - approx. 816,000 by the end of 2020, there are 2 shelters: Willow Place and Ike-Widdjiitiwin and 3 Second Stage Housing (transition) facilities: Bravestone Centre (capacity: 14 women), Alpha House (capacity: 7 women), and Chez Rachel (capacity: 5 women) and their children. There is need especially for further SSH transition facilities to break the cycle of violence here in Winnipeg. Police-reported incidents of violence by a current or former spouse = 1.23% in Winnipeg versus 1.1% our national average (* 2018 stat). The majority of domestic abuse cases, 80% which happen to women, go unreported. Each current facility is at capacity, more than often, with waiting lists (MAWS provides a daily update on capacity for all shelters and SSH in Manitoba). This is abysmally insufficient. Recommendation #1: Provide federal and provincial recommendations and incentives for S.H.A.D.E. (Safe Housing And Directed Empowerment) Inc. to move forward with its mandate to be the fourth Second Stage Housing organization with transition residence in Winnipeg to specifically address the unique needs of immigrant and refugee women and their children who are being/have been impacted by domestic abuse and/or family violence. I could go on. |
| Screen Name Redacted<br>7/23/2020 10:04 AM | The city needs to do more work in engaging the community for input and feedback. I like to think to myself as an active and vocal citizen and I wasn't aware that this project was in the works until today. If the City wants to move in the right direction, we have to hear from more people. |

| | |
|---|---|
| Screen Name Redacted<br>7/24/2020 12:28 PM | We need an expansion of pedestrian and bike infrastructure, PUBLIC transportation, and the introduction of programs like tree planting and compost/food waste pickup, and an increase in taxes leveraged at wealthy Winnipeggeers. |
| Screen Name Redacted<br>7/26/2020 03:52 AM | Abolish EPC so that all councillors have equal say |
| Screen Name Redacted<br>7/26/2020 11:58 AM | Each area of the city should be considered equally valuable as part of Winnipeg's history, vibrancy and movement forward. Some projects, especially closer to the centre of the city may seem too costly on paper but may make the difference in keeping a community vibrant and sustainable. If we want to become a great city and grow both economically and culturally we need to spend more time modelling ourselves after great cities such as Montreal, Toronto and Minneapolis. |
| Screen Name Redacted<br>7/26/2020 11:59 AM | Police governance. |
| Screen Name Redacted<br>7/28/2020 04:45 PM | Increase in accountability and justify decision-making. |
| Screen Name Redacted<br>7/28/2020 10:51 PM | I think that one action the city should prioritize should be a review of HR practices to ensure that the City's hiring processes are leading to the hiring of the type of people who will make it easier to progress toward Leadership and Good Governance, and to make sure that their hiring practices are not facilitating the hiring of the people who would make those goals difficult, like those employees of the planning department who were fired after that scandal last year( i.e. the "only working 3 hours a day" scandal involving inspectors in the city's planning department). |
| Screen Name Redacted<br>7/29/2020 02:19 AM | Focus groups (Online if necessary) need to be arranged with one goal per session, and representation from all age groups and income groups. |
| Screen Name Redacted<br>7/29/2020 07:22 PM | |
| Screen Name Redacted<br>7/29/2020 10:14 PM | This looks like a bureaucratic exercise that won't change much. The city has to find a way to lead away from habits that are unsustainable and adopt new future-friendly approaches. Figure out how to get people out of their cars, how to get developers to work with neighbours, how to move more people out of poverty, ... |
| Screen Name Redacted<br>7/30/2020 11:07 AM | Housing First program to end homelessness; improve access for people needing handicap parking and other accessibility - bike lanes and dangerous curbs that eliminate parking - a terrible idea; blocked streets that force people to remain locked in their homes - lobby groups about lowering speed and placing responsibility for children on drivers and parents don't have to be |

| | |
|---|---|
| | responsible. |
| Screen Name Redacted<br>7/31/2020 02:08 AM | No comment |
| Screen Name Redacted<br>7/31/2020 04:25 AM | There needs to be more housing units. Rent must be capped in order to keep some from profiting from evicting long term residence in order to up the rent by hundreds of dollars in some cases. The city needs more access to parks for those inner city people that have none in order to facilitate a better quality of life. There needs to be more to do for these people as well .. The city should not be concerned with expanding out but utilizing more of the space in that it has and so more large apartment energy efficient buildings that are closer to amenities like parks and walkways/bikepaths/dogparks/ energy efficient transit. |
| Screen Name Redacted<br>7/31/2020 03:04 PM | Are our city leaders finally ready to stand up to suburban car culture and decades of suburban growth and actually invest in healthy, walkable, dense urban fabrics? Is the city able to put together a communications strategy that lets citizens know WHY new policies and changes have to be brought forward? Show examples of urban successes in other cities. The majority of suburban Winnipeggers just know Calgary, Phoenix and Las Vegas as their urban reference points. While I've spent extensive time in Berlin, New York, Montreal, Los Angeles, Amsterdam and countless other global cities ... I know most Winnipeggers haven't had those experiences. HOW will you convince them that change is necessary? - pollution impact of driving - impact on small businesses by endless sprawl and chain-store developements in burbs - impact on public health from auto-depency - impact on international image by having a hollowed-out, empty-sidewalked, suburban-focused city (how much investment have we lost by not taking the walkability and residential growth of our downtown seriously?) - explain the ROI on roads vs bike lanes vs transit (and make this impact policy) - build a new website that isn't impossible to navigate or understand |
| Screen Name Redacted<br>7/31/2020 03:58 PM | Strive for more gender and ethnic diversity on city council |
| Screen Name Redacted<br>7/31/2020 06:25 PM | I absolutely believe that the City should engage with its citizens and try to be as transparent as possible. Special consideration should be given to trying to sway citizens on decisions that are important in the long term, but where people have a negative knee-jerk reaction. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | Stop worrying about provincial issues and focus on city issues like roads, taxes, etc. Stop this obsession with bike lanes. Seriously it is cold out and people do not and should not be on the roads on bikes. |
| Screen Name Redacted<br>8/03/2020 10:32 AM | Don't award contracts to the lowest bidder. Be a leader in environmental responsibility. Improve mass transit and don't bend to the whims of people who just have opinions and don't use services, ie opening Portage and Main. |
| Screen Name Redacted | Stop allowing organizations and people who are offended by minor things to |

| | |
|---|---|
| 8/03/2020 10:54 AM | control what is happening, and get on with doing what needs to be done |
| Screen Name Redacted<br>8/03/2020 10:58 AM | Listen to ALL citizens |
| Screen Name Redacted<br>8/03/2020 12:03 PM | Do not give more power to suburban residents. People living in the inner city need an equal say in what happens in their neighbourhoods. And if no one steps up, their needs to be a mechanism to ensure their interests are represented. |
| Screen Name Redacted<br>8/03/2020 08:16 PM | More transparency, quit secret votes in EPC, lose EPC totally, I elected a councillor to be involved in all decision making for the city, not the ones the mayor determines they should be, and eliminate the nepotism and favouritism that runs rampant in all departments especially PP and D. |
| Screen Name Redacted<br>8/04/2020 12:48 PM | 21 high-level policy statements is huge. The City of Winnipeg does not have a Policy office. If these policies are going to actually have impact, they need to be led by an office that can effectively lead and coordinate policy development starting within the CAO's office and across City departments. Without that, I have no idea how any of these high-level policy statements will effectively be developed or operationalized. |
| Screen Name Redacted<br>8/04/2020 01:30 PM | I personally see the online efforts to engage the community in the decision-making process. But I think if you aren't online a lot or in the right places online, you might miss them. And I don't see the City using video/tv that could be shared via Facebook (or actually broadcast on tv) to inform Winnipeggers. |
| Screen Name Redacted<br>8/05/2020 02:40 PM | listen and learn from your citizens with respect and an open mind. |
| Screen Name Redacted<br>8/06/2020 12:31 AM | Our roads need to be done right the first time, and snow removable needs to be done properly and not take 3 snowfalls to get done properly. |
| Screen Name Redacted<br>8/06/2020 11:45 AM | Prioritize 1.11. If you are truly going to reach the second objective, this needs to come first. |
| Screen Name Redacted<br>8/07/2020 10:00 AM | Seek to have industry standard policies and techniques used. Political pressure needs to be removed as part of the decision making matrix. |
| Screen Name Redacted<br>8/07/2020 11:42 AM | the EPC seems to have all the power at the city. this leaves other councillors and their consituents left out in the cold. does not see like a good way to promote good governance |
| Screen Name Redacted<br>8/07/2020 01:00 PM | We need to prioritize consultation with those who have been underrepresented. We need policy that reflects lived experience so that it improves the quality of living for people who experience poverty, houselessness. Need to consult with youth and Indigenous groups on climate action. |

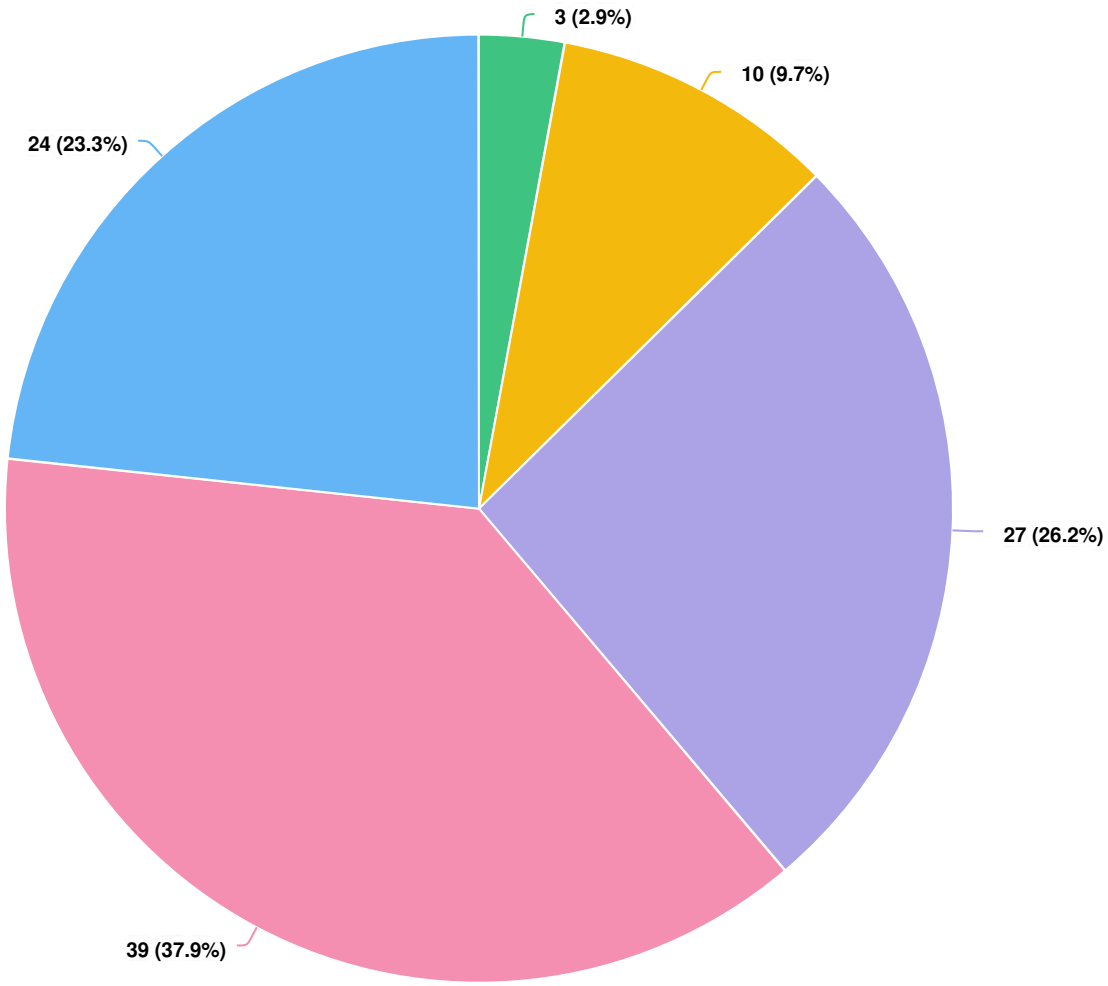
| | |
|---|---|
| Screen Name Redacted<br>8/07/2020 01:40 PM | Prevent Councillors and Planners from taking bribes. Note: incentives can come in all forms: a condo stay in the tropics; prestigious appointments; emotional blackmail... Get far better leadership in Planning. It has been lazy and corrupt for many years. Residents have tons of evidence that Planners are cheats, liars, incompetent and disrespectful of community needs. Dept needs a deep clean. There is no trust. Legitimizing residents associations by creating an Office of Neighbourhood Planning will work just like it does in so many other cities. Stop talking and listening to urbanist philosophy. "Rapid Transit is good!" "Build up not out!" These platitudes just make voters mad because it ruins their neighbourhood investments. Citizens know these are developer-led ideologies. |
| Screen Name Redacted<br>8/07/2020 02:41 PM | Stop desecrating communities with current illegal infill practices, hire more planners, pay attention to environmental issues, FINE developers for infractions, it will generate money and ensure safety and compliance concerns (same developers doing the same infractions for every project they undertake). Follow the laws, honor agreements ($600K lost because the mayor felt a need to challenge the police's pension.... how are you going to make up for that loss money? INFILL?) |
| Screen Name Redacted<br>8/07/2020 03:22 PM | Term limits for city Councillors, please... so hard to get them out once they have that name recognition in their ridings. Ugh. |
| Screen Name Redacted<br>8/08/2020 08:51 AM | Stop the outrageous number of infill properties! Homeowners of 30 years are being wedged in between monstrous houses on subdivided lots. Specifically Glenwood/Old St. Vital. The City was supposed to provide a clear infill policy to ensure houses for in with the character of a neighbourhood and it's laughable. Have you driven down the streets of Glenwood lately? |
| Screen Name Redacted<br>8/08/2020 02:15 PM | Increase the use decision making criteria, especially aligned with budgetary policies |
| Screen Name Redacted<br>8/09/2020 01:43 PM | More consultation with neighbourhoods before major projects are proposed; more respect for citizens of Winnipeg and small businesses. More common sense generally - closing of sidewalks for building projects is unnecessary, especially for over a year, building large homes that blocks others sunshine and lowers their equity is unacceptable; having small construction projects linger for over a year or 2 (Stafford and Taylor). Points 2 and 3 are most important, the City has never done point 1 so it would be hard to start now. |
| Screen Name Redacted<br>8/09/2020 03:25 PM | Rethink the need, composition and/or role of EPC. EPC tends to be secretive, undercuts the role of Council as a whole. Need for strong administrative leadership and oversight -- strong CEO/CAO |
| Screen Name Redacted<br>8/09/2020 03:46 PM | It provides the appropriate direction... whether Council and Administration follow that direction is another matter entirely. Not sure how to give this "more teeth", but I might start with doubling the number of Councillors on Council. Currently, there is too much power in too few hands. Good governance and strong cities are built by "many hands". Having 30 |

| | |
|---|---|
| | Councillors represent the city would double representation (and still be less than the number of Provincial ridings in the city), and might help the City stay more accountable to its own goals, rather than be too easily swayed by outside influence. |
| Screen Name Redacted<br>8/09/2020 08:28 PM | NA |
| Screen Name Redacted<br>8/09/2020 09:04 PM | Eliminate EPC+2 model - reasons stated above. Stop asking the public what they want when we already have the evidence that tells us what we should do, and start acting like leaders who will own unpopular decisions and do the work in educating the public as to why we must do things a new way. |
| Screen Name Redacted<br>8/09/2020 11:36 PM | Educate the citizens about plans and talk to us about changes. |
| Screen Name Redacted<br>8/10/2020 08:50 AM | We need annual reviews, or even every 6 months, in which we compare what the politicians promised in their electoral campaigns against what they accomplished so far. We also need to see daily diaries of what the politicians are doing. Those who go back on their promises should be subject to some kind of demerit system, like a reduction in pay or formal censure. We can't say that waiting 4 years and then going through an expensive and time-consuming election in which the politicians have the opportunity to lie and exaggerate and make any kind of promise to get elected is sufficient for democracy to really be in action. |
| Screen Name Redacted<br>8/10/2020 11:27 AM | I think we need top expand our community engagement. |
| Screen Name Redacted<br>8/10/2020 02:14 PM | Not only inviting community engagement but also reporting city decisions to the constituency. the language of the report focuses on how the city will strategically invite community comment on the areas they are willing to open up to the public but not on how the city will make all its information more available for seekers. |
| Screen Name Redacted<br>8/10/2020 02:28 PM | Transparency at all levels. De commission the Executive Policy Committee. Allow more time and resources for councillors to be informed about motions and actions. Terminate all executive management positions and advertise with clear protocols for new innovative committed team players. |
| Screen Name Redacted<br>8/10/2020 05:02 PM | Align the budget with policy directions so we have the money to do the things we want to accomplish. Also, find additional sources of revenue. |
| Screen Name Redacted<br>8/10/2020 09:33 PM | Defund police |
| Screen Name Redacted<br>8/10/2020 10:31 PM | In regards to "Establish and implement priority actions through evidence-informed decision-making processes." there should also be the concept of "precautionary principle" especially if there has not been much studies on |

| | |
|---|---|
| | certain subject especially related to health and the environment. If there are not enough scientific studies, especially long-term, then it's difficult to make wise evidence-informed decisions. |
| Screen Name Redacted<br>8/10/2020 11:05 PM | While I "somewhat agree" above, it remains difficult to understand or believe how this plan will be different from any in the past in terms of implementation. Trust has been broken so often in the past, making it difficult to be optimistic about the success of OurWinnipeg. In terms of prioritizing actions, each of the items listed in this section are important. However, without the Strategic Priorities Action Plan (1.2, 1.3), nothing else will happen. If results-based budgeting (1.6) were implemented to maximize ROI for the community, then the City would need to shift its focus from road development for private vehicles to properly funding transit and active transportation. Representative and participatory democracy (1.10, 1.11) are critical given the frustrations experienced in public engagement that result in backlash and resentment. While no public engagement process is going be able to achieve the desired outcome of every participant, with proper implementation of participatory democracy there should be a concluding sense of having contributed, having been heard and understanding the rationale behind the decisions. |
| Screen Name Redacted<br>8/10/2020 11:41 PM | More accountability and stronger collusion penalties |

**Optional question** (76 response(s), 29 skipped)
**Question type:** Essay Question

**Q5** **From your perspective, how well is the City currently doing with respect to the proposed goal, objectives and policy framework for Environmental Resilience?**




**Question options**

Very well Well Neutral Poorly Very poorly

*Optional question (103 response(s), 2 skipped)*
*Question type: Radio Button Question*

## Q6 Why did you choose this rating?

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 06:36 PM | Good effort but largely poorly executed. The bike lanes in the Exchange were maybe not the best idea.. excited by the organic waste program. |
| Screen Name Redacted<br>7/13/2020 07:21 PM | We need organica disposal |
| Screen Name Redacted<br>7/13/2020 10:34 PM | We are not doing enough in term of recycling and waste management |
| Screen Name Redacted<br>7/13/2020 11:16 PM | It's adequate. |
| Screen Name Redacted<br>7/15/2020 11:40 AM | Our decision makers are currently making choices based on keeping costs low and affordable for the short term, without realizing that spending a little bit more may be more costly in the short term, but will pay back in the long term. The choice to build BRT over LRT on our public transit networks show the short-sighted vision of our city. If we want to make public transit more appealing to those who prefer their personal vehicles, the city needs to bring something new and fresh to the table, and an LRT system, while more costly, is more environmentally friendly, more efficient on the operations side, and has a much larger capacity for the long term. |
| Screen Name Redacted<br>7/15/2020 12:46 PM | I see the city trying harder to make bike lanes (that connect to other bike lanes would be nice), divert waste, minimally. I don't understand why we can't recycle MORE or have household green bins like other cities (Toronto, Halifax, etc). |
| Screen Name Redacted<br>7/16/2020 02:26 PM | Because the pedestrian and cycling strategies has been, and continues to be, significantly underfunded in favour of status quo infrastructure projects. A built environment that requires a car to access city amenities is expensive, unhealthy, and puts vulnerable users at risk (children, elderly, and cyclists). I work in sustainable transportation and we have seen countless unnecessary roadblocks, while other Canadian (and prairie) cities move full steam ahead. |
| Screen Name Redacted<br>7/16/2020 03:40 PM | We have the words but not the serious actions. |
| Screen Name Redacted<br>7/16/2020 09:29 PM | Winnipeg's efforts towards environmental resilience are far from sufficient. Winnipeg is still very much a car-based city, with a terrible and expensive public transit system and dangerous/inconvenient active transport options. The layout of the city is sprawling, both taking up more space and encouraging people to use cars for transport and live far away from their workplaces. There should be more infill and new developments should focus on multi-family and communal dwellings that are more compact and efficient. |

Standards for new buildings are far too low. At this point of the climate crisis, all building should at minimum meet LEED certification standards, with strong financial incentives being given for retrofitting. Going above and beyond in building design should include co-habitation considerations, acting as a home for more species than just humans through the use of green roofs and walls or more creative and unconventional innovations, like creating intentional crevices for birds to nest in. Geothermal heating for new buildings should be standard. Energy efficiency should be standard. Passive efficiency should be standard. Solar panels on roofs should be standard. Definitely now for new builds, and increasingly for retrofitting. Most new residential home developments are environmentally terrible, forming sprawling, car-based communities with overly manicured, low-biodiversity green spaces. In general, green spaces in Winnipeg are very much lacking in biodiversity. Turf grass is still considered the standard and is applied to nearly all grassed areas, even though native grasses sequester higher amounts of carbon, require fewer inputs, and improve biodiversity. Most green spaces, including parks and boulevards, are overly manicured and have incredibly low biodiversity, with the same turf grass and a few common tree species. There should be a greater diversity of plant species, including native grasses, flowers, and shrubs to promote biodiversity. There should also be more naturalized ponds and wetlands in parks, as these areas are usually a hotspot for biodiversity and provide habitat for aquatic species not found in most park areas. I also worry about the effects of mosquito spraying on insect populations. If mosquito larvicide also affects mosquito predator populations, could it be doing more harm than good? If there aren't any available studies on that yet, it would be interesting to look into. Insects are incredibly important for biodiversity. I also think that city beautification efforts should utilize more native pollinator attractors and fewer generic annuals. I also notice that downtown is plagued with dead trees. I think the city should look for ways to either improve downtown planting sites (reduce traffic, reduce root disturbance, more protection around trees, etc.) or explore other, less conventional options for vegetation that can better survive downtown conditions, such as hardy shrubs, hanging baskets, poles with climbing vines, or other creative alternatives. More naturalization in general. The prairie grassland restoration site along the one section of the Northeast Pioneers Greenway is very nice, and I think it should be expanded to the entire trail, and done to other trails in the city. Also all efforts towards environmental resilience need to keep winter conditions in mind. Sustainable transportation is a very unappealing option in the winter due to infrequently plowed sidewalks, snow banks piled up at pedestrian crosswalks, lack of bus shelters at bus stops and poorly heated bus shelters, and the poor walkability in general that is just exacerbated in the winter when people are even less inclined to walk long distances. Parking lots are another huge obstacle to walkability. Most shopping centers are terrible to walk around, and even though stores are all in the same general area, it still takes a long time to walk because of massive parking lots that are often unsafe and have very few bus stops. They take up a lot of space and make walking difficult. Even if

| | |
|---|---|
| | such sprawling parking lots are needed, they can be made much more sustainable by building a roof of solar panels over them, which would both provide shade for the vehicles and renewable energy for the businesses. A lot of our bylaws are also very much at odds with sustainability goals and should be re-examined. Bylaws are created for conventional, biodiversity-poor planting practices. Through boulevard bylaws citizens are encouraged to embrace conventional biodiversity-poor, high-input turfgrass. Many native plants beneficial to insects are banned under the Noxious Weed Act, including several species of milkweed. We are at a time of utter crisis in term of the climate and general ability of the earth to sustain the human species. Everyone everywhere needs to be doing so much more than what is currently being done. |
| Screen Name Redacted<br>7/17/2020 12:02 PM | People are moving away from Wpg Transit as a transportation option (may improve with the system/routes overhaul, but not guaranteed) |
| Screen Name Redacted<br>7/17/2020 01:39 PM | Our transit is horrible for a city this size, and we are behind on recycling and composting and cycling/walking infrastructure. |
| Screen Name Redacted<br>7/17/2020 02:19 PM | Condos on every vacant corner.. more exhaust from more vehicles |
| Screen Name Redacted<br>7/17/2020 03:18 PM | Carbon is not a problem. It has recently increased without a change in temperatures. Ice caps are increasing. Co2 is just a fear scam to bring in the new world controlled order. |
| Screen Name Redacted<br>7/17/2020 05:36 PM | A slow or gentle step towards this will only be a drop in the bucket. Winnipeg could drastically pick up its pace & efforts in leading to a green future for the city & the globe on whole. |
| Screen Name Redacted<br>7/17/2020 05:39 PM | are they actually doing anything? |
| Screen Name Redacted<br>7/18/2020 10:22 AM | Some good initiatives for active transportation, some headway on composting program. However, active transportation should be emphasized in lower income neighbourhoods. Little has been done to actually decrease vehicle traffic (active transportation needs compare better to vehicle commute times/speed and safety. Decrease speed limits on roads to encourage cycling) |
| Screen Name Redacted<br>7/18/2020 10:42 AM | It’s not an important issue |
| Screen Name Redacted<br>7/19/2020 12:11 PM | We seem to be handling what nature's throwing our way. |
| Screen Name Redacted<br>7/19/2020 05:34 PM | No city wide compost pick-up yet. Transit not functional enough yet. |

| | |
|---|---|
| Screen Name Redacted<br>7/20/2020 12:29 PM | I don’t see any action but it could be happening |
| Screen Name Redacted<br>7/20/2020 01:01 PM | Cancelled composting roll out; no meaningful action on climate change relative to plan; GHG updates not being done/published as committed to; no efforts above province on assuring most efficient buildings; no energy code enforcement or review; most growth is not intentionally transit oriented and based on legacy sprawl decisions; insufficient resources supporting population growth within existing infrastructure and expanding the capacity for this growth; under spending on cycling infrastructure; not meeting RT promises; little evidence of collaborative action and leadership to mitigate climate change; not putting money where mouth is. The development fees I support, however, should you ever be able to collect them. I also support the recent trend towards including multi-modal infrastructure with major infrastructure projects. |
| Screen Name Redacted<br>7/20/2020 02:29 PM | Winnipeg is a carbon intensive city, due to urban sprawl, catering to the use of personal vehicles, lack of recycling and repair opportunities. Only 10 % (at best) of what we so diligently place into our recycling bins is actually processed into something new. We need a circular economy that doesn't demand continuous growth and production of new items. The Giveaway weekends are a success in this regard. Waste Wise MB is a significant resource, however it is not very user friendly. This is an opportunity for Winnipeg and Manitoba to broaden the job market. We would benefit from an emphasis on the Green initiatives that already exist, as well as providing new opportunities. Transit access in Winnipeg is exceptionally poor. The city would do well to work with Functional Transit Winnipeg to improve these services. We need a greater emphasis on the repair of items we already own, rather than purchasing new. We need to retrofit homes, business, and public buildings to LEED standards. Rather than giving land to developers for continued sprawl, we need to fairly compensate farmers to grow local food to sustain our city. |
| Screen Name Redacted<br>7/22/2020 03:50 AM | My response is a mix of present failings and future needs, thus I’ll post it under both questions 6 and 8. “Prioritize the transition to a resilient, low-carbon future through demonstrated organizational and community leadership, and collaborative actions that mitigate and adapt to a changing climate.” AND “Promote low-carbon, energy efficient buildings through low-energy building design, construction and retrofitting.” The City needs to stay in its lane and follow provincial and federal legislation on climate change and carbon use. But nothing more, as Winnipeg can't afford more. Those areas are provincial and federal areas of responsibility if they mandate changes and building requirements through legislation so be it, but the City doesn’t need to impose higher standards than is already required by law on itself. The City needs to focus on its core functions. “Prioritize sustainable transportation as the mobility option of choice.” A) As for transportation, our current active transportation routes are pathetic compared to countless other |

cities. They have been done piecemeal and do not safely connect the east, west, north, and south parts of the city and it's neighbourhoods. By routes, I mean having the ability to stay off the road on a protected bike path. We need more bike/pedestrian bridges over major streets and bike/pedestrian underpasses under major roads (see South Osborne underpass at Wavell and Fermor underpass at Des Meurons). We also need bike/pedestrian pathways than run the length of our rivers. Like for instance extending the Seine River pathway all the way from its current stopping point at Bishop Grandin all the way up to Marion and taking the Churchill Drive pathway that eventually ends by the forks and starts at Cockburn St and connecting it to Crescent Drive Park and on to U of M. If that means the City expropriating land, so be it. The same should be done north from the The Forks all the way to Chief Pegius and along the Assiniboine from The Forks to Assiniboine Park. And while we are at it the Forks walk-way needs to be raised so it doesn't flood. For examples of cities with fabulous river/water bike pathways to look to: Ottawa, Calgary, Toronto, Vancouver, Minneapolis, and New York. Winnipeg could be such a great city if it just invested seriously in creating a true network of continuous trails. And by that I mean building it over 5 years not 50. B) The City should also improve our transit system. This is subject to COVID-19 no longer being a problem, because ridership is going to stay down until there is a cure. Buses are cramped and confined spaces and ripe for spreading COVID. If COVID remains a problem the City should look at scaling back the size of buses to reflect the decreased ridership. But, let's hope there is a cure and for much of this whether there is or there isn't doesn't matter with respect to improving our transit system. Flat out stop bus service to the Bridgewater, Sage Creek, Meadows West, Riverbend, etc and any other new developments that come alone. If people want to live in new suburbs they can take an Uber to an establish bus route and go from there. Or drive their own car to a park and ride location. To go with that, the City should establish bigger lots of park and ride locations. Our transit system presently sucks because it is trying to be all things to all people. If people want to live in suburbia that's their prerogative but it is much too costly to provide bus service there, so stop it. Further, cut the number of routes and most if not all of the feeder buses. Create main transit routes with frequent buses (every 5 minutes), but set them up so that people may have to walk 15-20 minutes to get to them. And to go with that add infill housing near these routes. People who ride the bus will move to be close to the bus. Others can walk, drive or call an Uber to get to a major route location. C) Sustainable transportation would most certainly include the fast and efficient movement of vehicles on major city roads. As the City grows it is important to establish a high speed inner circle road network (Route 90, Bishop Grandin, Lagimodiere, Chief Peguis). This was on the books for years from the city, but our leadership failed and allowed development to occur without fulfilling that need. Accordingly a 80 Kph safe interior ring road is still needed today. That means Bishop Grandin and Route 90 should be like Chief Peguis and Lag, 80 Kph, minimal at grade intersections, interchanges, and a certain degree of controlled access. In other words they shouldn't be an endless

| | |
|---|---|
| | stream of red lights and uncontrolled access points like Bishop certainly is now. Further the City should close off direct access from many residential streets to all of these major routes; this will improve safety and traffic flow. Every entrance into a development shouldn't have access. The city should implement and start using access roads, which are largely a completely foreign concept in this city, but they are used pretty well everywhere else. But because land developers hate them, due to the added cost, and since our land developers seem to have our city leadership in their pocket, it hasn't happened. See Kenaston and Mcgillivray. 20 years ago it was essentially a farmer's field. But then all of that development went in and every entrance to the commercial lots north, south, west, and east of that intersection got direct access to the main road and a red light in most cases. That was a complete failure of city leadership, there should have been access roads built and one point of access, ideally with an interchange, at the intersection due to the ridiculous traffic flows that had they listened to planners they would have known were going to be there today. "Minimize and divert waste from landfill." Only if it doesn't cost more money than putting it in the landfill for the City or taxpayers. "Protect and value ecosystems as essential components to quality of life." The City also needs to protect and maintain our parks. And that means not planting wild prairie grass all over the place in all of them just so you can save money on not having to cut the grass, under the guise of reverting the land to its natural habitat. Some is okay, but I have noticed this being done more and more and too much will lead to dealing with more animals and bugs for people out with their kids having picnics, playing football or Frisbee, etc. The City also needs to protect our river banks from erosions and it most definitely needs to protect our precious and beautiful trees. Without our trees in our established neighbourhoods and along our rivers, Winnipeg is nothing. |
| Screen Name Redacted<br>7/22/2020 09:06 AM | I don't think they city is working towards any of these goals. |
| Screen Name Redacted<br>7/22/2020 01:48 PM | Because the City is considering many environmental initiatives |
| Screen Name Redacted<br>7/22/2020 02:32 PM | Delays to methane capture project at Brady landfill, no organic waste pickup, no committment to expanding rapid transit |
| Screen Name Redacted<br>7/22/2020 02:38 PM | In Manitoba transportation is the largest emitter of fossil fuels. If we want to commit to saving the environment we need to invest not cut our transit system. We need to build communities that promote transit use and we need to invest heavily in Active Transportation routes. Not just for exercise but for people to be able to safely commute to their work, their shopping trips, and their social trips. |
| Screen Name Redacted<br>7/22/2020 02:47 PM | Focus on developing the urban canopy is positive and attention to climate change mitigation and resiliency is very important. |

| | |
|---|---|
| Screen Name Redacted<br>7/22/2020 02:49 PM | We are wasting money on the Parker Land Development. Not looking after our trees, fogging for mosquitoes when we could be using dragon flies, bats etc. |
| Screen Name Redacted<br>7/22/2020 04:19 PM | Transportation is the #1 contributor to GHGs in Manitoba, but this city refused to even pop-up a connected ped & bike network during the pandemic, despite cities around the world setting guidelines and providing inspiration. No money was cut to the budget of over $100 million dollars for road improvements, but the only thing the city would do is 9 "open streets" as they cost essentially nothing. Until this city is willing to have its budget reflect its vision, it will fail in its climate goals. |
| Screen Name Redacted<br>7/22/2020 04:54 PM | I would like to see more initiative taken to reduce waste, such as the implementation of a composting program and more support for electric vehicles in terms of a charging network. |
| Screen Name Redacted<br>7/22/2020 06:44 PM | I need to inform myself further on the different policy intentions - what has been accomplished, what difference past accomplishments have made or reversed, and what is needed and how each need will be fleshed out as per SMART goals. |
| Screen Name Redacted<br>7/23/2020 10:04 AM | I think that the recent construction of the newer portions of the Rapid Transitway are a good indication that the city is moving in the right direction. However, I think a lot more can be done. Having a municipally funded and managed composting system would be a very easy and effective way to reduce the carbon footprint as well. |
| Screen Name Redacted<br>7/24/2020 12:28 PM | We’re losing an unsustainable number of trees every year, and more and more prairie and grassland is cleared for yet more suburban development and sprawl. |
| Screen Name Redacted<br>7/26/2020 03:52 AM | There are easy solutions to reduce traffic emissions but not undertaken by council - adding 2nd turning lanes or extending turning lanes so through traffic doesn't have to wait two to three light signals to cross an intersection. The city has created bike lanes at the expense of vehicle traffic lanes and parking but these bike lanes are not being used. Right turn on red have been eliminated causing vehicles to idle unnecessarily (Exchange district) New south transit corridor is not delivering benefits. Would have been better to have this corridor available to vehicle traffic (inbound to downtown in the morning at leaving downtown in afternoon) during commute hours |
| Screen Name Redacted<br>7/26/2020 11:58 AM | Until we have a better public transportation system we will continue to have citizens that feel it is impossible to live comfortably in Winnipeg without owning and operating a car . |
| Screen Name Redacted<br>7/28/2020 04:45 PM | We are the only major Canadian city without a comprehensive waste-management framework. I do not understand why we’re implementing a composting pilot program when other municipalities have had them for decades, it simply doesn’t make sense to me. We don’t promote transit as a mobility option of choice and I haven’t seen our electric buses in over a year (I loved those!). We continue to develop our city on the assumption that the |

| | |
|---|---|
| | car is king and we fail to consider the other ways people choose to get around their daily lives. |
| Screen Name Redacted<br>7/28/2020 10:51 PM | I chose this rating because, while there are some good things that have been done, there is definitely a lot of room for improvement. |
| Screen Name Redacted<br>7/29/2020 02:19 AM | Parks are important for environmental resilience and public health, but our parks budget is too low. We have a good tradition of valuing trees and parks, but new housing is largely devoid of trees, and infill housing is actually destroying healthy trees and paving over lawns. There is no clear tree-protection bylaw. |
| Screen Name Redacted<br>7/29/2020 07:22 PM | |
| Screen Name Redacted<br>7/29/2020 10:14 PM | We are car centric, we let people cut down mature trees, we knock down old houses to build new, we overbuild our roads, we dump sewage in the river... |
| Screen Name Redacted<br>7/30/2020 11:07 AM | What are they doing? |
| Screen Name Redacted<br>7/30/2020 11:20 AM | I frequently see inefficient city vehicles idling, see waste in city buildings, am concerned about the water and waste treatment/Lake Winnipeg, and think the forestry department is woefully behind (tree on my boulevard has been marked for removal for over 2 years, another has been removed and not replanted for over 3 years). |
| Screen Name Redacted<br>7/31/2020 02:08 AM | I picked answer #1 |
| Screen Name Redacted<br>7/31/2020 04:25 AM | The city is making a common mistake as it grows, and that is it is expanding to grow when there are many sites in the city that can be revamped to expand from the inside. More apartment buildings instead of houses. Fewer parking lots and more high rise garages. Better transit systems and heated bus shelters so people can take a bus to work and not a car. More electric car charging ports in more areas of the city. |
| Screen Name Redacted<br>7/31/2020 03:04 PM | We keep building roads and suburbs. Driving accounts for 40% of our city's emissions. Take a look at similar population'd European & Asian cities: how dense are they? How are their streets built? Their sidewalks? Their rapid transit + bike infrastructure investment? Now, what do they FEEL like? How many people are on the streets, in the cafes, at the arts institutions, at the local businesses? How excited are you to go back? How excited are people to return to Winnipeg? Honestly. I've lived here for over 30 years, and we keep giving people horrible impressions. But beyond that - a dense city with more people walking, biking and bussing means there is substantially less strain on tax dollars, and substantially less emissions from drivers. Its a no brainer. It just needs some willpower and a vision. Imagine if instead of |

| | |
|---|---|
| | building Waverly West, we built housing for 50,000 new residents into the fabric of the existing inner city? How different would the city feel? How many fewer cars would have been needed? How much fewer emissions from road construction? |
| Screen Name Redacted<br>7/31/2020 03:58 PM | I think there is a little too much emphasis on road building and not enough push on transit and active transportation development. |
| Screen Name Redacted<br>7/31/2020 06:25 PM | While recent strides have been made toward encouraging sustainability, the City of Winnipeg remains fixated on the private automobile as the primary method of transportation. Winnipeg Transit service quality is dodgy at best. Many recently-built neighbourhoods don't even have sidewalks for much of their area, e.g. Royalwood or Riverbend. The city has been improving bicycle infrastructure, particularly protected lanes, but many don't seem to really go anywhere. Recreational cycling paths are an good start, but more needs to be done to encourage commuting, although the developing bike lanes along Pembina and Wolseley are encouraging. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | Look at the joke we call recycling-enough said. |
| Screen Name Redacted<br>8/03/2020 10:32 AM | We have the opportunity with a local bus manufacturer here in the city to be a test bed for electric busses or street cars yet we buy used diesel busses from other cities... |
| Screen Name Redacted<br>8/03/2020 10:54 AM | I believe that going forward with Rapid Transit was a mistake, instead of destroying beautiful land to put in a transit system that mostly benefits University Students. |
| Screen Name Redacted<br>8/03/2020 10:58 AM | Bowman cut transit down to almost non existence during the start of COVID 19, forcing those that still worked to either drive their cars or sit on a PACKED bus, risking their health |
| Screen Name Redacted<br>8/03/2020 12:03 PM | We are currently expanding the suburbs. That increases car use and is less efficient that denser forms of living. Consider a green belt to push development into the core of the city and limit suburban growth. That is the way towards environmental sustainability. 15 minute neighbourhoods where everything is within the neighbourhood. Make zoning less rigid. Allow commercial into residential neighbourhoods. Invest in transit! |
| Screen Name Redacted<br>8/03/2020 02:49 PM | Stop wasting budget on liberals agenda |
| Screen Name Redacted<br>8/03/2020 07:08 PM | Everything is about cars |
| Screen Name Redacted<br>8/03/2020 08:16 PM | Recycling is a mess, green space is reducing yearly by infill and other pet projects, active transportation routes are a hodgepodge and an afterthought in construction And road design/redevelopment, mass transit has been held hostage and its budget gutted during negotiations, despite promises from the |

| | |
|---|---|
| | mayor to prioritize and surveys indicating the next generation places a high priority on accessible and reliable service to all parts of the city. |
| Screen Name Redacted<br>8/04/2020 12:48 PM | Other that the tiny Office of Sustainability - which can only do so much with its resources and budget, I see no meaningful action on the part of the City to creating a City of environmental resilience. If more is happening, it needs to be promoted. Building more infrastructure for cars and trucks rather than sustainable, active transportation with accessibility in mind is short-sighted. The active transportation systems in older cities, like Berlin, should be models for us to emulate. Stop sprawling outwards into the prairies where we are ruining flora and fauna. |
| Screen Name Redacted<br>8/05/2020 02:40 PM | No tree policy , No policy on infil and destruction of still viable home ending up in the landfill. |
| Screen Name Redacted<br>8/05/2020 03:42 PM | Widening roads and making it easier to build far flung suburbs is not exactly a good idea. |
| Screen Name Redacted<br>8/05/2020 04:51 PM | See previous comment. Councillors worry about getting re-elected which means compromise everywhere, especially in older neighborhoods. |
| Screen Name Redacted<br>8/06/2020 09:35 AM | Some improvement has happened but there is still a lot more to be done. Winnipeg is so slow to adopt improvements. |
| Screen Name Redacted<br>8/06/2020 11:45 AM | The priority for moving people is still on private vehicles with not an equitable investment in other modes of travel. We have not seen efforts to divert waste e.g. residential compost program or ban on single use plastics. |
| Screen Name Redacted<br>8/07/2020 10:00 AM | The concept of a low carbon, resilient future is a contradiction. If we achieve the low carbon vision as set out, we are likely to be financially unable to remain resilient. This matter appears to be driven more by an almost religious zeal amongst its adherents. |
| Screen Name Redacted<br>8/07/2020 11:42 AM | transit is terribly underfunded, active transportation routes are disconnected, we are one of the few cities without compost pick up, our tree canopy is disappearing. Urban sprawl is discouraging density and just spreading city resources more thin. the lack of action the city has taken towards creating a more green city is the main reason i'd consider moving away |
| Screen Name Redacted<br>8/07/2020 01:00 PM | We need more active transportation networks. Much of the current framework is disconnected. We need cycle routes that are protected and link and represent commuter routes as well as leisure. Current cycle routes often have cars in them, are pitted with potholes and end suddenly spitting the cyclist out into traffic. The easiest and most cost efficient way to increase our cycling network would be to add protected lanes during regular road repair and infrastructure updates. This is not currently being done! We need safe options so that more people feel comfortable choosing cycling over driving. More cyclists mean more healthy community members, savings in road repair and lower emissions. Currently no compost program which is the ideal form |

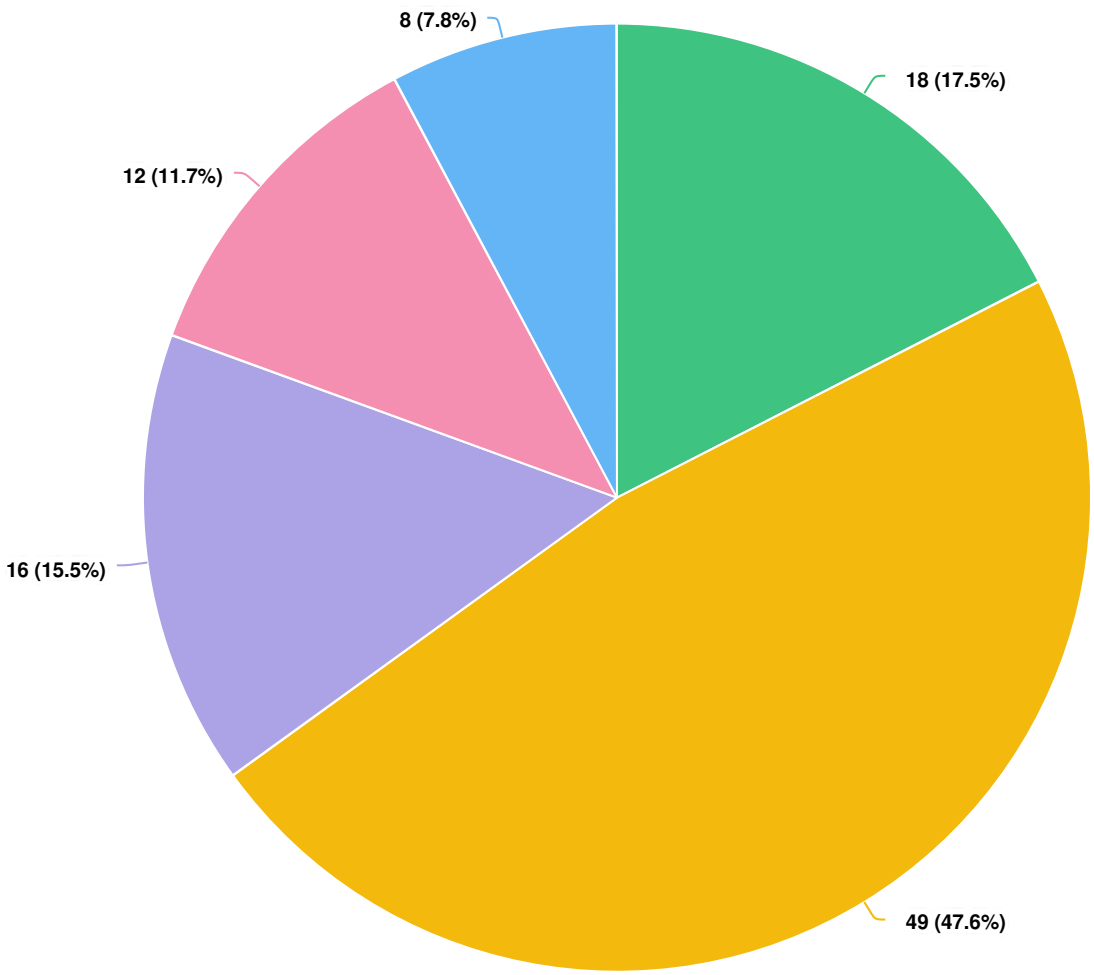
| | |
|---|---|
| | of waste diversion, a program that will also pay for itself. Rolling it out by trial to possibly implement in 5 years is much too long. Improvements to transit and lower fare costs will increase ridership. If the bus system is quick and reliable people will choose it. It has to meet the needs of the city for people to choose transit over single car occupancy. More needs to be done to protect greenspace writhing city. Saving healthy trees from being cut due to development. Need more trees planted. Need more community garden spaces. Garden spaces offer more to people than parking spots. Green streets are cooler streets. |
| Screen Name Redacted<br>8/07/2020 01:40 PM | Developers lead and the City follows. Developers do not build green, they cut down mature trees & forests & golf courses with the City's permission. The City must acknowledge buses aren't pleasant in the winter. That will never work here unless there are many many more buses, we'll all still drive. Research the mistakes Ottawa and Minneapolis made in BRT - they're re-doing the plan that Wpg is basing itself on - this is poorly research misplaced philosophy that smells of corruption. There is no precedent for collaboration between residents and the City - nothing will work until the City acts in good faith all the time. |
| Screen Name Redacted<br>8/07/2020 02:41 PM | RE:Environmental Resilience; Stop demolishing good houses for lot-splits; Have more inspections on new site constructions (poor poor quality of many new builds), don't violate the provincial Environment Act Licence No 3042 Section #8 under "New or Upgraded Developments", it states: "The licensee shall not increase the frequency or volume of combined sewer overflow in any sewershed due to new and upgraded land development activities...". RAW sewage from the combined sewer systems are flowing into the RED RIVER!! Planners also need to understand that over 60% of household are 1 or 2 people (statcan info). Many do want to live in a single deattached house. |
| Screen Name Redacted<br>8/07/2020 03:22 PM | Poor prioritization of functional and *connected* active transportation options. Poor transit funding, scheduling, innovation. Continuously developing in the suburbs when our city clearly CANNOT AFFORD to do this. (Please - read Dear Winnipeg blog - so informative.) Poor zoning policies in existing neighborhoods which limits the kind of housing that can be built and developed. Zero obvious efforts made to reduce citizens' reliance on single-occupant vehicles (like transit investments, active transportation options) and CONTINUED prioritization for making roadways bigger and busier instead. Counter productive. |
| Screen Name Redacted<br>8/08/2020 08:51 AM | While excellent strides have been made at Brady Rd to ensure environmental improvements, the Winnipeg transit system needs work. Crowded buses are no longer acceptable. If you want people to use transit, we need more buses on the road. |
| Screen Name Redacted<br>8/09/2020 01:43 PM | Homes too large and fill up the whole lot so no green space in their own yard and no sunshine for neighbours, destroying the neighbours' ability to put in solar and other green options; terrible scheduling of bus routes and too large buses for their route; no plans to buy electric buses; no mention of sustainable development in the forum on July 29th; little emphasis on |

| | |
|---|---|
| | affordable housing; does the City even have a Climate Change office anymore? |
| Screen Name Redacted<br>8/09/2020 03:25 PM | I don't think City has demonstrated or adequately communicated environmental resilience policy or practices. City is not addressing water pollution issues (treatment plants and storm sewer overflows). |
| Screen Name Redacted<br>8/09/2020 03:46 PM | Same as previous, day-to-day decisions are seldom representative of the long-term goals set by policy. |
| Screen Name Redacted<br>8/09/2020 08:28 PM | Many women don’t want to walk, bike, or use transit when they fear for their safety. (Meth crisis) Many of our transit options are inefficient/infrequent. |
| Screen Name Redacted<br>8/09/2020 09:04 PM | Winnipeg continues to make decisions that could have the biggest impact on climate goals in complete silos. The climate action plan says good things but doesn't really have any teeth, and we are not spending the money we need to spend to make progress. |
| Screen Name Redacted<br>8/09/2020 11:36 PM | No where to compost! My garage doesn't get picked up half the time. The union before did a better, regular job!!! |
| Screen Name Redacted<br>8/10/2020 08:50 AM | Well, let's just look at how many photos there are of the Mayor on a bus. Or the recent debacle of the Mayor bringing in Uber which is a well-documented and well-known public transit killer. Only Matt Allard promotes bus ridership and even he is only a so-so advocate of sustainable transit. Look at where we are with our compost program! There are many things the City could be doing but we are stuck in the mode of being a car-centric, "don't pay too much taxes," same-old, same-old city, no matter how often the Mayor says he wants to be "modern." |
| Screen Name Redacted<br>8/10/2020 08:56 AM | Parks, natural places, urban trees, waste water treatment all seem to be pushed to the sidelines or under funded and I believe that they all will add to Winnipeg's Environmental Resilience |
| Screen Name Redacted<br>8/10/2020 09:01 AM | We need much better public transportation. Too much of a car city. |
| Screen Name Redacted<br>8/10/2020 11:27 AM | We have cut/flattened spending on transit, walking,m and cycling, and we continue to approve sprawling developments that are disconnected from our transit and bicycle networks. Barriers to sustainable transportation remain while we plan for the expansion of major roadways that will enable suburban and exurban development. |
| Screen Name Redacted<br>8/10/2020 02:14 PM | Failing to prioritize cycling and bussing. Failing to minimize and divert waste. |
| Screen Name Redacted<br>8/10/2020 04:34 PM | Most of the city's actions run completely contrary to the stated objectives. Like rebuilding roads without bike lanes, defunding tree canopy planting and care. |

| | |
|---|---|
| Screen Name Redacted<br>8/10/2020 05:02 PM | Our climate action plan should be better resourced. The last minute move of the Office of Sustainability out of the CAO's office and into Water and Waste seemed to indicate a declining priority of climate resilience for this administration. It is the issue of my generation and we're moving in the wrong direction. |
| Screen Name Redacted<br>8/10/2020 07:15 PM | Again, we pretty much have designs for AT bridges (bishop and pembina, or fort rouge park), but our priorities seem to be a much more expensive kenaston road widening. Induced demand says that is not a wise investment. For such a huge road budget, very little goes to sustainable modes. It's unsustainable. |
| Screen Name Redacted<br>8/10/2020 09:33 PM | Transit could be better. Rapid transit needs to happen. |
| Screen Name Redacted<br>8/10/2020 10:31 PM | There is so much work to do in the City and I find that the environmental sections in the last OurWinnipeg plan was not well followed. So many delays for sustainable transportation, waste minimization etc. We haven't even had a pilot for the green bin. We are so behind compared to other Canadian cities. |
| Screen Name Redacted<br>8/10/2020 11:05 PM | Cancellation of the curbside compost pickup program that had funding allocated in 2014 for a pilot with city-wide pickup planned for 2017; not meeting the 50% waste diversion target for 2020 (31.9% in 2019); lack of significant internal changes at the City to reduce emissions as the largest employer; lack of a densification strategy to help address the NIMBY attacks on every infill proposal; continued heavy investment in new roads and underpasses; abysmal underfunding of transit, especially a few years ago when ridership was on the rise but then fell due to overpacked buses and an unreliable schedule (partially due to a strike compounded by bus maintenance issues); and the low profile of the City’s Climate Action Plan. Also, the City abandoned the annual low-cost composting bin sale. On the positive side, the City has been slowly making progress on active transportation but needs to increase the pace of building a connected network to make it more practical and convenient, given the high ROI and low cost compared with road and bridge projects. It is good to see the curbside pilot finally happening this fall (though it’s questionable whether a pilot is required given Winnipeg is the last major city to provide curbside compost pickup and conducting the pilot means a city-wide system is not anticipated now until 2026); the yard waste composting facility at the Brady Landfill and provision to public of resulting compost; biosolids composting initiative; and methane gas collection project happening this summer. Also commend the opening of three 4R depots to date, along with development of the first ever Transit Master Plan with its focus on overhauling the City’s approach to service delivery to address the issue of reliable scheduling. It is also great to see completion of the Climate Action Plan (even with its modest emissions reduction target); we are now looking for implementation. |

**Optional question** (85 response(s), 20 skipped)
**Question type:** Essay Question

**Q7** **Do you agree that the proposed OurWinnipeg policy in draft provides the appropriate direction for actions by the City to achieve Environmental Resilience in the future?**




**Question options**

Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree

*Optional question (103 response(s), 2 skipped)*
*Question type: Radio Button Question*

## Q8 What actions should the City prioritize to make further progress towards Environmental Resilience, starting now and why do you consider this to be important?

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 07:21 PM | Organics pickup |
| Screen Name Redacted<br>7/13/2020 10:34 PM | Better recycling program |
| Screen Name Redacted<br>7/13/2020 11:16 PM | Many cites have systems that work very well with minimalizing and diverting waste. Winnipeg has to learn. Waste=Value. We need infrastructure for it. |
| Screen Name Redacted<br>7/14/2020 09:47 AM | Keep active transportation routes open year round; implement citywide composting program; free/reduced public transit; protect/expand urban tree canopy |
| Screen Name Redacted<br>7/15/2020 11:40 AM | While there is some good direction to expanding our public transit network and building closer to public transit hubs, there needs to be a more aggressive, binding approach to building and improving transit infrastructure that will actually boost ridership while spark development at the same time. |
| Screen Name Redacted<br>7/15/2020 12:46 PM | Make bike lanes that connect to other bike lanes, make transit better... Encourage people to buy homes in the city (pricing) rather than in commuter driven suburbs. |
| Screen Name Redacted<br>7/16/2020 02:26 PM | Immediately create a connected all ages and abilities cycling network, so there is a safe corridor within 500m of every household in Winnipeg. Don't wait for road renewal; take a tactical urbanism approach. |
| Screen Name Redacted<br>7/16/2020 03:40 PM | For example bring in construction standards that insist on net zero buildings. Promote electric bus and cars. Ban gasoline engines. Crazy but serious. |
| Screen Name Redacted<br>7/16/2020 09:29 PM | I think curbing urban sprawl, designing more walkable communities, and increasing green space naturalization should be priorities. I also noticed that the draft policy mentions "responsible consumption", and I'm very much hoping that includes drastically reducing consumption of material goods in general. I think drastically reducing the production and consumption of material goods is one of the most important steps in dealing with the environmental crisis. |
| Screen Name Redacted<br>7/17/2020 12:02 PM | Continued overhaul of the Wpg Transit system, identify how to increase ridership (focusing on how to increase feelings of safety, improve convenience) |
| Screen Name Redacted<br>7/17/2020 01:39 PM | improve transit service so that you can get somewhere without the need for multiple transfers and hours of time. promote transit so that middle class this city use it, and don't associate it only with poor people. create more lighted |

| | |
|---|---|
| | crosswalks -- the little sign on the boulevard is so dangerous. |
| Screen Name Redacted<br>7/17/2020 02:19 PM | Quit cramming every vacant city space with condos. vehicle exhaust... . |
| Screen Name Redacted<br>7/17/2020 03:18 PM | Stop 5G internet, Stop spraying poisons, return parks to more natural areas without pointless signage and buildings locals can't afford to use like the new conservatory. |
| Screen Name Redacted<br>7/17/2020 05:36 PM | Pulling away from supporting any variant of petroleum based investment or harvesting. Putting in large grants to support an at most carbon negative city space. Germany has taken mass leaps in outfitting many homes with solar panels & purchasing back said solar energy. |
| Screen Name Redacted<br>7/17/2020 05:39 PM | any of these things. they're not doing any of them. |
| Screen Name Redacted<br>7/18/2020 10:22 AM | See above. Improve active transportation by: lowering speed limits and continue pace of active transportation improvements (not forgetting about lower income neighbourhoods) |
| Screen Name Redacted<br>7/18/2020 10:42 AM | It’s not an important issue, so do nothing |
| Screen Name Redacted<br>7/18/2020 11:03 PM | Possibly find other substances which are healthier and longer lasting for our roads, instead of just patching or fixing every few years. |
| Screen Name Redacted<br>7/19/2020 12:11 PM | Everything we can do to address homelessness should be prioritized. We live in a climate that can kill and discussions of resilience that don't include those who are most vulnerable are laughable. |
| Screen Name Redacted<br>7/20/2020 12:29 PM | As above. I am not UTD on it |
| Screen Name Redacted<br>7/20/2020 01:01 PM | Beyond those mentioned in question 7, stop threatening cuts to local community resources that make neighbourhoods walkable. |
| Screen Name Redacted<br>7/20/2020 02:29 PM | Frequent public transit service that is accessible to all city residents should be a priority. Currently people don't take the bus because it's so inconvenient. Increased active transportation throughout the city (not just the southern areas) is also important. Entire streets in every neighbourhood should be designated as car free, so that cycling as transportation is safe and easy to accomplish. Smaller bike friendly streets should be connected to larger transportation routes with multiple bicycle / walking lanes. Pedestrians and cyclists should be assured of safety, with no cars present. |
| Screen Name Redacted<br>7/22/2020 03:50 AM | My response is a mix of present failings and future needs, thus I’ll post it under both questions 6 and 8. “Prioritize the transition to a resilient, low-carbon future through demonstrated organizational and community |

leadership, and collaborative actions that mitigate and adapt to a changing climate." AND "Promote low-carbon, energy efficient buildings through low-energy building design, construction and retrofitting." The City needs to stay in its lane and follow provincial and federal legislation on climate change and carbon use. But nothing more, as Winnipeg can't afford more. Those areas are provincial and federal areas of responsibility if they mandate changes and building requirements through legislation so be it, but the City doesn't need to impose higher standards than is already required by law on itself. The City needs to focus on its core functions. "Prioritize sustainable transportation as the mobility option of choice." A) As for transportation, our current active transportation routes are pathetic compared to countless other cities. They have been done piecemeal and do not safely connect the east, west, north, and south parts of the city and it's neighbourhoods. By routes, I mean having the ability to stay off the road on a protected bike path. We need more bike/pedestrian bridges over major streets and bike/pedestrian underpasses under major roads (see South Osborne underpass at Wavell and Fermor underpass at Des Meurons). We also need bike/pedestrian pathways than run the length of our rivers. Like for instance extending the Seine River pathway all the way from its current stopping point at Bishop Grandin all the way up to Marion and taking the Churchill Drive pathway that eventually ends by the forks and starts at Cockburn St and connecting it to Crescent Drive Park and on to U of M. If that means the City expropriating land, so be it. The same should be done north from the The Forks all the way to Chief Pegius and along the Assiniboine from The Forks to Assiniboine Park. And while we are at it the Forks walk-way needs to be raised so it doesn't flood. For examples of cities with fabulous river/water bike pathways to look to: Ottawa, Calgary, Toronto, Vancouver, Minneapolis, and New York. Winnipeg could be such a great city if it just invested seriously in creating a true network of continuous trails. And by that I mean building it over 5 years not 50. B) The City should also improve our transit system. This is subject to COVID-19 no longer being a problem, because ridership is going to stay down until there is a cure. Buses are cramped and confined spaces and ripe for spreading COVID. If COVID remains a problem the City should look at scaling back the size of buses to reflect the decreased ridership. But, let's hope there is a cure and for much of this whether there is or there isn't doesn't matter with respect to improving our transit system. Flat out stop bus service to the Bridgewater, Sage Creek, Meadows West, Riverbend, etc and any other new developments that come alone. If people want to live in new suburbs they can take an Uber to an establish bus route and go from there. Or drive their own car to a park and ride location. To go with that, the City should establish bigger lots of park and ride locations. Our transit system presently sucks because it is trying to be all things to all people. If people want to live in suburbia that's their prerogative but it is much too costly to provide bus service there, so stop it. Further, cut the number of routes and most if not all of the feeder buses. Create main transit routes with frequent buses (every 5 minutes), but set them up so that people may have to walk 15-20 minutes to get to them. And to go with that add infill housing near

| | |
|---|---|
| | these routes. People who ride the bus will move to be close to the bus. Others can walk, drive or call an Uber to get to a major route location. C) Sustainable transportation would most certainly include the fast and efficient movement of vehicles on major city roads. As the City grows it is important to establish a high speed inner circle road network (Route 90, Bishop Grandin, Lagimodiere, Chief Peguis). This was on the books for years from the city, but our leadership failed and allowed development to occur without fulfilling that need. Accordingly a 80 Kph safe interior ring road is still needed today. That means Bishop Grandin and Route 90 should be like Chief Peguis and Lag, 80 Kph, minimal at grade intersections, interchanges, and a certain degree of controlled access. In other words they shouldn't be an endless stream of red lights and uncontrolled access points like Bishop certainly is now. Further the City should close off direct access from many residential streets to all of these major routes; this will improve safety and traffic flow. Every entrance into a development shouldn't have access. The city should implement and start using access roads, which are largely a completely foreign concept in this city, but they are used pretty well everywhere else. But because land developers hate them, due to the added cost, and since our land developers seem to have our city leadership in their pocket, it hasn't happened. See Kenaston and Mcgillivray. 20 years ago it was essentially a farmer's field. But then all of that development went in and every entrance to the commercial lots north, south, west, and east of that intersection got direct access to the main road and a red light in most cases. That was a complete failure of city leadership, there should have been access roads built and one point of access, ideally with an interchange, at the intersection due to the ridiculous traffic flows that had they listened to planners they would have known were going to be there today. "Minimize and divert waste from landfill." Only if it doesn't cost more money than putting it in the landfill for the City or taxpayers. "Protect and value ecosystems as essential components to quality of life." The City also needs to protect and maintain our parks. And that means not planting wild prairie grass all over the place in all of them just so you can save money on not having to cut the grass, under the guise of reverting the land to its natural habitat. Some is okay, but I have noticed this being done more and more and too much will lead to dealing with more animals and bugs for people out with their kids having picnics, playing football or Frisbee, etc. The City also needs to protect our river banks from erosions and it most definitely needs to protect our precious and beautiful trees. Without our trees in our established neighbourhoods and along our rivers, Winnipeg is nothing. |
| Screen Name Redacted<br>7/22/2020 09:06 AM | They need to lead by example and start by moving their staff into healthier buildings, upgrading public buildings like ice rinks and swimming pools. |
| Screen Name Redacted<br>7/22/2020 01:48 PM | The city needs to engage the save our environment groups on the initiatives that could help us in the future |
| Screen Name Redacted | Re-hire a climate change coordinator to track progress towards GHG |

| | |
|---|---|
| 7/22/2020 02:32 PM | reduction targets |
| Screen Name Redacted<br>7/22/2020 02:38 PM | We need to complete the rapid transit network. It took almost 10 years to complete the first route. We can't wait another 40 years to complete the next four. Investing in transit and cycling to reduce automobile traffic is the best way to achieve our goal of reducing car dependence and emissions |
| Screen Name Redacted<br>7/22/2020 02:47 PM | Prioritize the cleaning and safeguarding of the Lake Winnipeg watershed, including the Red and Assiniboine rivers. Winnipeg has the power to make significant change to how we are treating our provincial natural resources. |
| Screen Name Redacted<br>7/22/2020 02:49 PM | Become more environmental aware. |
| Screen Name Redacted<br>7/22/2020 04:19 PM | If the budget reflected the plans (TMP, Ped & Cycle Strategies etc) this city would be in great shape. But, we don't. Simply have the budget support the plans and, ta da, it'll work. |
| Screen Name Redacted<br>7/22/2020 04:54 PM | Don’t make exceptions for big business, ensure that ALL publicly funded projects meet environmentally sustainable standards, encourage/give incentives for electric car charging stations, implement a composting program, consider indigenous perspectives for how to care for the environment. |
| Screen Name Redacted<br>7/22/2020 06:44 PM | Actions I believe the City of Winnipeg should prioritize to make further progress toward Environmental Resilience going forward are: * Local Food Security - it seems the homeless population and food insecure population - often people who are "invisible" is increasing at an alarming rate; I believe we need even more community gardens, and efficient ways to mitigate fair and regular distribution of food to those in need; * Integrated Regional Planning along with Leverage Green Infrastructure - it seems we are outgrowing the city's perimeter for both housing and sustainable businesses as the population continues to rise - definitely a concern, therefore, we need strategic cool heads to prevail as we seek to plan further housing - apartments and multiplex housing units especially in the midst of retaining green spaces for reducing climate change and retaining good air quality; * Climate Resilient Growth and Air Quality Conservation - I see these two intersecting one another. Efficient landfill sites, garbage and recycling pick-ups, composting, and more tree-planting each contribute to a healthier environment for us all. Believe it or not, because there are so many dogs/dog owners in this city, attention to leash-less dog parks would also be a good strategic move. |
| Screen Name Redacted<br>7/23/2020 10:04 AM | Increased transit, and the introduction of a city-run composting program. |
| Screen Name Redacted<br>7/24/2020 12:28 PM | Trees! Our urban forest is a priceless asset, for both protection of our soil, river erosion, heat mitigation, clean air, habitats for wildlife, and so much more. |

| | |
|---|---|
| Screen Name Redacted<br>7/26/2020 03:52 AM | complete inner belt - extend Chief Peguis and William Clement Parkway and Bishop Grandin westb ound. Extend Bishop Grandin east of Lagimodiere to meet up with TransCanada Highway Add additional lanes to Bishop Grandin Create overpass/diamond exchange at Bishop Grandin and St. Mary's, Bishop Grandin and Waverley Allow vehicles to access south transit corridor during commute hours to and from downtown More turning lanes and longer turning lanes Abolish bike lanes in the Exchange More Super Express buses during commute hours and more articulated buses during commute hours so riders can exercise social distancing and travel without having to stand |
| Screen Name Redacted<br>7/26/2020 11:58 AM | Push forward with a more viable and efficient public transportation system. |
| Screen Name Redacted<br>7/28/2020 04:45 PM | City wide mandatory compost program. I grew up in Germany, we had a municipal compost program that could easily be implemented here, it just takes political will. Also, bring back the blue buses! |
| Screen Name Redacted<br>7/28/2020 10:51 PM | I think the City should prioritize finding a way to reduce the amount of methane emissions coming from the landfill, both in terms of diverting waste away from the landfill, and in terms of reducing methane emissions from waste that is already in the dump. The dump is one of the largest single-source carbon emitters in Manitoba, so reducing its emissions should be a priority. |
| Screen Name Redacted<br>7/29/2020 02:19 AM | The listed goals are admirable but they need to be put into practice with strong bylaws. The city could use existing g reports from Public Health and from Climate Centres to create public service ads to let developers know that this city aims to keep its tree canopy and parks, to explore better drainage for stormwater, to consider porous asphalt instead of cement roads, to improve drainage “ponds” with bio-swales, to increase linear green corridors for both active transportation and wildlife migration. |
| Screen Name Redacted<br>7/29/2020 07:22 PM | |
| Screen Name Redacted<br>7/29/2020 10:14 PM | Get people out of their cars, protect the existing urban trees from abuse and removal (except for diseased ones, of course), plant more trees, apply lighter touch to building new infrastructure ( the transitway looks way over-built) , finish upgrading our sewage system, ... |
| Screen Name Redacted<br>7/30/2020 11:07 AM | We need better people making decisions |
| Screen Name Redacted<br>7/30/2020 11:20 AM | Reducing carbon emissions, Waste water treatment, forestry |
| Screen Name Redacted<br>7/31/2020 02:08 AM | None |

| | |
|---|---|
| Screen Name Redacted<br>7/31/2020 04:25 AM | They never do that .. for instance .. how much of the recycling that the city picks up is actually recycled. I do not believe for a moment that it is all recycled. Much probably finds its way into landfills. The city needs to do more with less .. the city needs to look at other cities that recycle everything from metals in cars to metal tools and so on .. The city should seek financial assistance of the Federal Government to over haul its waste and water system. How much water is lost before it gets to the taps of city residence? In some places there is a 40% loss of this resource during the time it is taken from whatever lake or river it comes from to the time it comes out of the tap and that is a loss that needs to be addressed by all cities in the world and not just Canada. |
| Screen Name Redacted<br>7/31/2020 03:04 PM | First off: all Public Works Dep't reports must also include: - pedestrian/walkability impact study - environmental impact study - transit + cycling impact - no longer is a traffic impact report sufficient. We can no longer use that as our benchmark for decision making. Most importantly: Stop building suburbs. Just stop. Set neighbourhood density targets for established neighbourhoods and focus re-investment into housing in established neighbourhoods. And the policy then also must be: no new suburban homes/commercial dev't until all of these neighbourhoods' density targets are reached. And make those density targets AGGRESSIVE. You can easily double Winnipeg's population into the area from Kenaston to Archibald, McGilvary to Inkster. Focus all new population growth into that core. - brownstones - townhouse base with condo tower (Vancouver style) - 3-story apt buildings - integrated and focused towards high-street retail environments - support those developments with rapid transit and connective bike networks And here's the biggee: move the North End Rail Yards. - run a rapid transit line from the airport to downtown, right through the old yards, and fill the old yards with high quality housing - drastically change the urban framework of the city - change the connectivity/urban barriers - more people in less space = the goal |
| Screen Name Redacted<br>7/31/2020 06:25 PM | New road construction should be constrained as much as possible, and the city should prioritize density in mature neighbourhoods over greenfield development. Mixed-use development should be encouraged to reduce the average distance people need to cover in order to get to work or shopping. Continued funding for transit and cycling infrastructure is important. Relatedly, parking minimums as a zoning requirement should be abolished. Many developers will still choose to include parking lots in their projects, but their size of should be determined by market forces and not by government mandate. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | Fix sewage issue-recycling-better light timing to reduce traffic hold up-work 24/7 on construction to reduce traffic |
| Screen Name Redacted<br>8/03/2020 09:48 AM | More financial support and autonimy for Winnipeg transit. |

| | |
|---|---|
| Screen Name Redacted<br>8/03/2020 10:32 AM | Electric busses. All new commercialconstruction could have solar panels on the roofs. Implementation of a compost program would be nice too. |
| Screen Name Redacted<br>8/03/2020 10:54 AM | We need to promote green space, and keep pollution to a minimum. |
| Screen Name Redacted<br>8/03/2020 10:58 AM | It's already expensive to build new developments with the "expansion tax" to new growth, add expensive low carbon, energy efficiency makes new buildings so much more expensive. |
| Screen Name Redacted<br>8/03/2020 12:03 PM | There is nothing in the listed objectives about intensifying the core and limiting suburban development. A policy on environmental resilience has to mention that. Limit outward suburban expansion and provide incentives to people to live in the core of the city. That would have so many positive spinoffs including better environmental resiliency. Invest in transit. Make transit competitive. We need to get people out of their cars and get them walking and taking transit. For this to happen transit needs to be competitive with the car. Therefore trips by transit should take less time or the same time, even if that makes car traffic worse by closing a lane of car traffic and converting it to a dedicated bus lane. Make sure transit is comfortable and safe. |
| Screen Name Redacted<br>8/03/2020 02:49 PM | Fire all departments in charge of fake science |
| Screen Name Redacted<br>8/03/2020 07:08 PM | Make it easier for people to use active transport. Make it less desirable for people to use personal vehicles |
| Screen Name Redacted<br>8/03/2020 08:16 PM | Fully fund transit to meet the priorities that were set 4 years ago, stop the removal of green space for infill housing and business projects... quit making developers profits more important than this plan. |
| Screen Name Redacted<br>8/04/2020 11:43 AM | Zoning changes to increase urban density, slow or eliminate sprawl, and encourage development of housing models that meet residents' needs. E.G. reduction or elimination of parking requirements on new or redeveloped housing in the city; inclusionary housing; modular housing, tiny homes, secondary suites and other innovative low-income housing solutions. |
| Screen Name Redacted<br>8/04/2020 12:48 PM | See response to Q.4 re: developing actual policies from these high-level policy statements effectively. Be aggressive with the move to low-carbon, energy efficiency. Be a leading City on this. Just think of how much change has occurred since March in terms of how people work and live. Some changes have been positive - streets converted to pedestrian/cycling-dominant paths, people working from home who otherwise were not permitted to do so - and realize that without the reality of the pandemic, many of the positive changes would not have happened. We have shown that we CAN adjust to major change and so I say go big and make bold changes now so that in 10-15 years we can point back to NOW as the time |

| | |
|---|---|
| | the City started to actually effect meaningful environmental changes. Like, don't widen Kenaston. The more capacity you give the roadways, they more they take. They have taken enough. Slow down - the speed limits, the road-building. |
| Screen Name Redacted<br>8/04/2020 01:30 PM | Work in this area feels very slow. There is no sense of urgency. How long have we been waiting for a city composting program? Toronto's had one for 20 years. Also, I'm surprised Wolseley wasn't included in the pilot program. Bike lanes are being built but again - it's very slow. Painted lanes take forever to be repainted in the spring (June, July). We need to make it attractive and the smartest, most obvious choice to bike. Most Winnipeggers have a short commute. Portage and Main should both have protected lanes - there's enough room and it would remove many cars off the roads. |
| Screen Name Redacted<br>8/05/2020 02:40 PM | Save more trees and green space on private and public lands. |
| Screen Name Redacted<br>8/05/2020 03:42 PM | Road diet and prioritizing transit. |
| Screen Name Redacted<br>8/05/2020 04:51 PM | If you truly believe in it, do it. |
| Screen Name Redacted<br>8/06/2020 12:31 AM | Stop charging a arm and a leg for the dump, items are being thrown out into streets and i Recycling is not being dealt with as no one wants to go threw the trouble. Recycling use to be do wash anything it all gets washed now u have to wash everything and people don't do it. |
| Screen Name Redacted<br>8/06/2020 09:35 AM | More infill development and less urban sprawl, but keep some greenspace. More community gardens on available spaces. Bicycle lanes could be much better planned- they are very disruptive to traffic and parking. As the community ages, bicycle lanes aren't practical. |
| Screen Name Redacted<br>8/06/2020 11:45 AM | Not sure |
| Screen Name Redacted<br>8/07/2020 10:00 AM | The City needs to cost effectively the actual consequences of its policy decisions. Currently we are blindly risking financial turmoil if we do not seek to plan effectively. |
| Screen Name Redacted<br>8/07/2020 11:42 AM | make use of the announced funds from the feds to build active transportation routes. pedestrian and bike bridges should be a priority, create a car free zone in the exchange, compost pick up NOW, make transit better! |
| Screen Name Redacted<br>8/07/2020 01:00 PM | We need to immediately act on climate change. We need safe and connected cycling infrastructure. Build it in to current road repair and updates. We need a transit system that is quick and reliable and affordable. We need a compost system to divert waste from landfills. We need green streets, trees to be replanted and cared for. |

| | |
|---|---|
| Screen Name Redacted<br>8/07/2020 01:40 PM | Build trust. Institutionalize collaboration with residents to benefit from our expertise. We have local, current and accurate evidence that will save the City money. Example: old-timers in Lord Roberts saw entire train cars buried under the new condos...the soil is toxic from decades of trains dumping chemicals. Now, the piles of dirt show much debris and this is being trucked without precaution. |
| Screen Name Redacted<br>8/07/2020 02:41 PM | Actions: RE:Environmental Resilience; Stop demolishing good houses for lot-splits; Have more inspections on new site constructions (poor poor quality of many new builds), don't violate the provincial Environment Act Licence No 3042 Section #8 under "New or Upgraded Developments", it states: "The licensee shall not increase the frequency or volume of combined sewer overflow in any sewershed due to new and upgraded land development activities...". RAW SEWAGE from the combined sewer system is flowing in the Red River. Planners also need to understand that over 60% of household are 1 or 2 people (statcan info). Many do want to live in a single deattached house, so ensure that there are smaller homes available. |
| Screen Name Redacted<br>8/07/2020 03:22 PM | Stop developing suburbs. Start adapting zoning. Encourage infill development. Reduce requirement for parking spaces/suite for new multi-family units being built. Expand rapid transit. Expand active transportation option. Educate, educate, educate citizens on these changes so they aren't so resistant and negative. TREES too... we need to prioritize our tree population or we will find ourselves in a much sadder looking city in the coming decades. |
| Screen Name Redacted<br>8/08/2020 08:51 AM | An overhaul of city transit is required. Even now, during COVID-19, buses are crowded, people are breathing down on others, sharing seats and crammed together. |
| Screen Name Redacted<br>8/09/2020 01:43 PM | More consideration for everyone's quality of life, i.e. more respect for citizens of Winnipeg which the City has forgotten and does forget if it involves getting more taxes; more community engagement for projects, even something as simple as changing a bus route's schedule; more respect for small businesses in this town. I am always amazed that road construction projects to not continue evening and weekends when small businesses are affected, such as this year on Osborne, and always that big box stores and malls, that don't contain local businesses, are never affected. |
| Screen Name Redacted<br>8/09/2020 03:25 PM | I didn't see matter of river/lake pollution being addressed through water treatment plant improvements, etc. This should be a specific policy and action. |
| Screen Name Redacted<br>8/09/2020 03:46 PM | You should rename strategy 2.9 Reduce Road Congestion to 2.9 Reduce Car-Dependency. There are two ways to try to reduce road congestion, one is to increase road capacity (increase supply), the other is to reduce car use (reduce demand). The effects of increasing supply in this case work against nearly every other goal in this plan, meaning the only viable way forward is to reduce car use/increase mode-shift. Based on the description for 2.9, it would seem that is the intent, so if you mean "reduce car use", then say that, |

| | |
|---|---|
| | instead of "reduce congestion", which can be construed to mean actions which technically meet 2.9 but go against many of the other goals. Further, a side note: reducing congestion is actually an impossible goal. Any place worth going to will have congestion. Increased capacity will simply fill up with induced demand, while the opposite will make/keep it a place worth going to (including by car), ergo congestion. The difference is one is environmentally (and financially) sustainable, the other is not. |
| Screen Name Redacted<br>8/09/2020 08:28 PM | NA |
| Screen Name Redacted<br>8/09/2020 09:04 PM | Start by acknowledging that transportation choices are at the root of everything. Right now, stop building suburbs where people will be required to drive to/from/around, and that will spread our limited transit dollars even thinner. Overhaul zoning to become less restrictive and begin promoting/facilitating the development of 15-minute neighbourhoods. Start charging appropriate pricing for street parking in places with high demand (Donald Shoup principles), not just downtown. Eliminate parking minimums and let the market dictate how much parking to build. Start making infill easier & incentivise to make it as appealing as greenfield development. Fund a high frequency public transit system that offers a viable alternative to personal vehicle use. Fund active transporation infrastruture projects but also recognize that mode shift will only occur when all streets are safe (implementing a city default speed of 30km/h would be the easiest, cheapest, biggest impact action for that). LEED buildings and electric vehicles are sexy and novel, but the thing that will have the biggest impact on our emissions is getting people to spend less time alone in their vehicles and more time walking, biking and on transit. And to do that, walking/biking/transit have to be attractive, viable alternatives, and there need to be destinations and amenities in the walkable realm of every home. |
| Screen Name Redacted<br>8/09/2020 11:36 PM | There's too much garbage. Give us 5¢ for each can or bottle. Too much garbage in public parks! Hire students, give them a summer job. I pick up garbage on a regular basis. No not else is doing it. I want to be a part of positive changes... |
| Screen Name Redacted<br>8/10/2020 08:50 AM | The City needs to stop talking and writing documents and actually do something. The City talks about sustainable transit but acts like it hates public buses and bus riders. The City creates little bits of bike routes with paint but doesn't connect them. The City has talked about compost for many years and does nothing (I count the recently proposed study as doing nothing as probably nothing will come of it). |
| Screen Name Redacted<br>8/10/2020 08:56 AM | Parks, natural places, urban trees, waste water treatment become a priority |
| Screen Name Redacted<br>8/10/2020 11:27 AM | I would like to see a transportation user hierarchy in place. Pedestrians _> Bikes -> Transit -> Goods Movement -> Private Vehicles. |

| | |
|---|---|
| Screen Name Redacted<br>8/10/2020 12:01 PM | start compost collection city wide, increase park/active living space and upkeep existing park walkways and facilities. |
| Screen Name Redacted<br>8/10/2020 02:14 PM | Encourage and facilitate backyard or neighbourhood composting as much as possible in addition to providing municipal compost pick up. Backyard composting increases awareness of natural processes, food waste problems. It reduces garbage volume (and stinkiness, meaning less frequent pick up might be possible) and reduces methane gas production at the landfill. Listen to bike advocacy groups when planning and executing bike infrastructure. Plow bike lanes in winter. Finish new bike lanes before OCtober 1 so we can at least use them in pristine condition for a few days before they are filled with snow and then ruined by snow clearing equipment. If you don't have appropriately sized equipment to clear snow from bike lanes, get some and start using it. Prioritize snow clear from sidewalks and bike lanes OVER car lanes and parking lots. Trips taken on foot and by bike are exponentially cheaper for the city since the road surface they require is smaller and needs replacing less frequently; they produce no greenhouse gases; they lead to better physical health which is also connected with better mental health. Allow building materials scavengers to register with the city and require all demolitions let the scavengers in first to clear out all reusable materials before buildings are destroyed and trashed. Reduction in volume headed to landfill and promotion of valuable reuse of materials which ultimately reduces greenhouse gases as well. |
| Screen Name Redacted<br>8/10/2020 04:34 PM | make it a requirement to include bike lanes when working on ANY section of ALL non-residential streets, implement the complete AT plan within 5 years, defund car-prioritizing projects, fund transit properly, fund tree maintenance and replanting. |
| Screen Name Redacted<br>8/10/2020 05:02 PM | Reducing greenhouse gas emissions, climate change resilience and adaptation should frame all policy directions as a cross cutting issue. I would like to see this linked more closely to circular and community based economics and how that impacts our decisions around development, land use, and transportation in particular. We need policies that normalize and collectively steer us in a direction of using resources within our planetary means. We desperately need government to take leadership here. |
| Screen Name Redacted<br>8/10/2020 07:15 PM | Our Winnipeg needs more teeth. My concern is that regardless of what this document says, elected officials will continue to make short sighted decisions contrary to the environmental resilience policy |
| Screen Name Redacted<br>8/10/2020 10:31 PM | The actions the City should prioritize to make further progress towards Environmental Resilience starts with the right choice of wording. Since we are currently in a climate crisis, there should be a climate lens applied to as many things as possible, where it makes sense. So many aspects are interconnected with climate change and the environment. That said, one of the Objectives should be specifically talking about using a "climate lens" when making decisions on other aspects as everything is basically interrelated. In the document, we need to use better choices of certain words. |

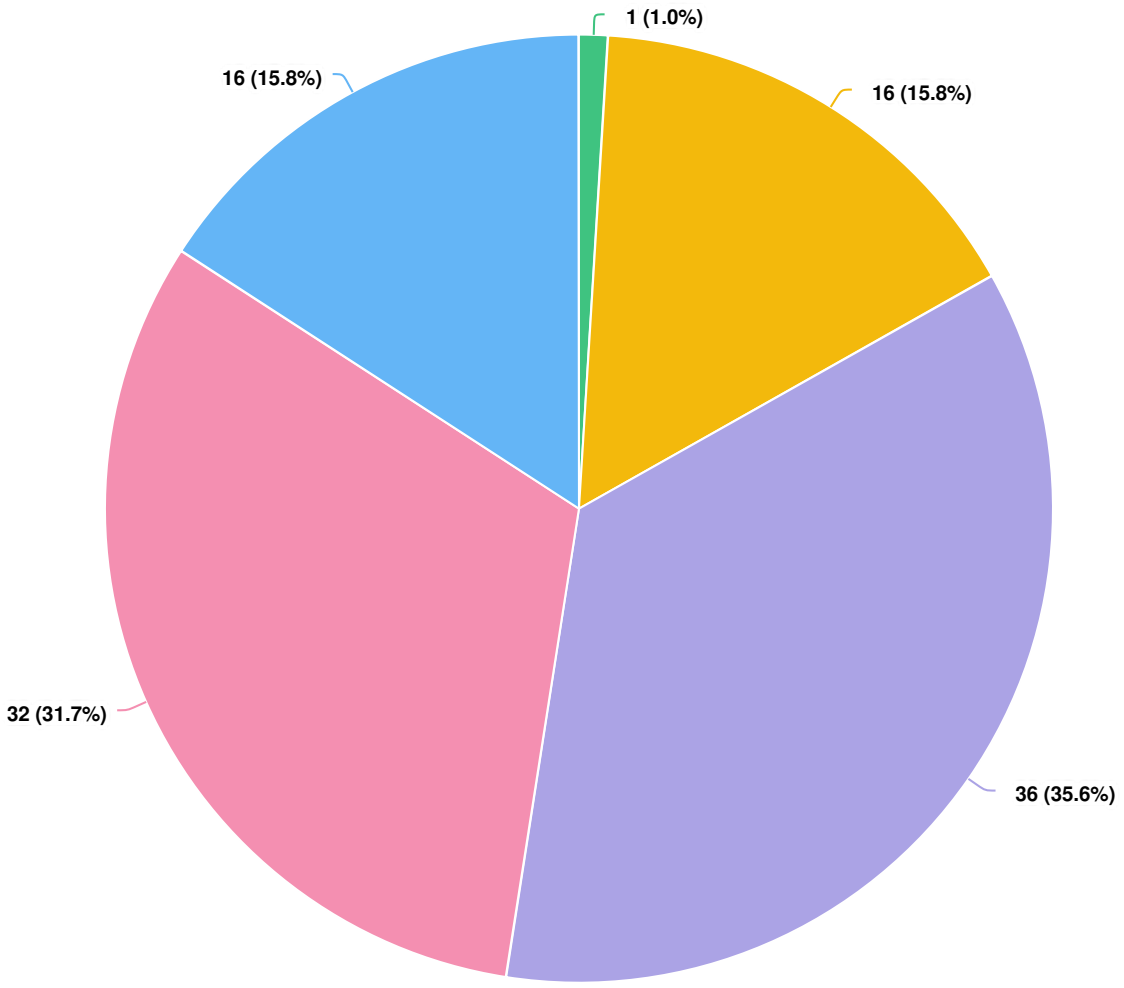
Let's think about the vocabulary that would be better starting now and lasting 25 years. The word "Climate crisis" should be used instead of "climate change". The word "residuals" should be used instead of "waste". The climate targets should be specific (which is a good start) but there should be a clause that says that the targets will be adjusted as more scientific information is available. We have 10 years according to the UN to significantly reduce our emissions to prevent catastrophic climate consequences, and this is recent information. In a couple of years, there might be more information and we might want to adjust are targets. The word "Active transporation" should be mentioned more often. There should be "Active Transportation-oriented Development" in addition to "Transit-oriented Development". The use of "economic growth" clashes with being sustainability. Instead let's use "sustainable economies" or something making it more congruent with a green city. The wording used to describe Environmental Resilience in this survey is narrow-minded. "This goal means taking into account the intergenerational impacts of how we currently live and adapt in a way that leaves a healthy world for our kids and grandkids." Not everyone has kids. Some people decide not to have kids because of the environment and overpopulation. Bad choice of wording to use "kids and grandkids". Use instead "future generations" and "ecosystems", to include caring about other living things.

Screen Name Redacted
8/10/2020 11:05 PM

I "somewhat agree" above but it depends on the implementation. This requires such a cultural shift at the City that it is difficult to be optimistic. Given the City's past record of caution, conservatism and buckling in the face of opposition, it is hard to envision the City of Winnipeg becoming an innovative, progressive leader that stands firm and supports its staff to try new approaches. In terms of prioritizing actions, aligning the budget (2.2) to achieve climate action goals is critical. To quote [redacted], “The truth about a city's aspirations isn't found in its vision. It's found in its budget.” It’s somewhat surprising to see how little attention is given to discussion of composting and waste diversion, given that Brady Landfill is the second-largest emitter of GHG emissions in Manitoba and organic waste diversion is widely viewed as a critical part of the solution.

**Optional question** (87 response(s), 18 skipped)
**Question type:** Essay Question

**Q9** **From your perspective, how well is the City currently doing with respect to the proposed goal, objective, and policy framework for Economic Prosperity?**




**Question options**

Very well Well Neutral Poorly Very poorly

*Optional question (101 response(s), 4 skipped)*
*Question type: Radio Button Question*

## Q10 Why did you choose this rating?

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 07:21 PM | Too much sprawl. Need more urbanism and policies to promote urbanism and density as this is the way to economic prosperity |
| Screen Name Redacted<br>7/13/2020 11:16 PM | - |
| Screen Name Redacted<br>7/15/2020 11:40 AM | The city has done well in redeveloping the downtown in recent years, and using centres like The Forks and The Exchange District as hubs for economic activity. They have also acknowledged the disadvantages of not support the low-income population. There does need to be a stronger approach to tourism, however, and infrastructure required to make the city a more tourist-friendly place. Not all visitors will have access to a car, so it needs to be easy for them to get from the airport to their destination and throughout the city. Those initial experiences and amenities available to our visitors will help grow our economic development. |
| Screen Name Redacted<br>7/15/2020 12:46 PM | You are letting the Province CUT jobs that we need, and tax payers that we need. This is just not acceptable. Also, we don't have enough competition in cell phone / internet providers. I would like to city to encourage this. We have as much population as Quebec city and they have way more options. |
| Screen Name Redacted<br>7/16/2020 02:26 PM | Because we still have massive poverty and lack of affordable/supportive housing and mental health/addictions support for the most vulnerable. The tent communities popping up are a symptom, not the problem |
| Screen Name Redacted<br>7/16/2020 03:40 PM | We are operating in an old paradigm. |
| Screen Name Redacted<br>7/16/2020 09:29 PM | We have far too large of a homeless population to be considered anywhere close to "economically prosperous". Large multinational corporations are significantly over-represented in the business landscape. The local economy is small and dwindling. Poverty is rampant. I see little focus on innovation in Winnipeg. From my perspective, Winnipeg is a place of the conventional and stagnant, not innovation. |
| Screen Name Redacted<br>7/17/2020 12:02 PM | Homelessness remains a major problem in Winnipeg, and it is known that it's more costly to support people who are homeless than to provide affordable housing option. https://www.policyschool.ca/wp-content/uploads/2019/01/Homelessness-Turner-Krecsy-final.pdf |
| Screen Name Redacted<br>7/17/2020 01:39 PM | look around at social conditions and crime downtown, west end, centennial, north end. |
| Screen Name Redacted<br>7/17/2020 02:19 PM | Just poor decisions all around - they should be asking the peoples opinions and take a vote that way.. |

| | |
|---|---|
| Screen Name Redacted<br>7/17/2020 03:18 PM | Increase Welfare, less corruption, less corporate welfare, city to provide services rather than contract out to big multinationals, fair parking fees (without smartphones), lower bus fees, less private 'partnerships', stop contracts for red light cameras etc draining millions from the local economy for their huge profits. |
| Screen Name Redacted<br>7/17/2020 05:36 PM | The ball I see as rolling too slowly towards a lasting economic shift. Rents are hitting too high of marks while being rather unchecked, the massive lower income population we have in Winnipeg is struggling beyond what it should, simply to afford what is necessary. The brunt of folks whom had received CERB made more on that than they had in any other way by more commonly breaking their backs to survive for themselves & their families. |
| Screen Name Redacted<br>7/17/2020 05:39 PM | huge economic disparity, development only possible with subsidies |
| Screen Name Redacted<br>7/18/2020 10:22 AM | Don't feel like I have enough information on programs city is spending money on. |
| Screen Name Redacted<br>7/18/2020 10:42 AM | Some of the highest municipal taxes in the world, maybe the worst workers, politicians without vision |
| Screen Name Redacted<br>7/19/2020 12:11 PM | I don't have the perspective on this issue to say either way with any authority. |
| Screen Name Redacted<br>7/20/2020 12:29 PM | See above re transit support for Sage Creek. Growing area - low do low income people get to their jobs when their shifts start at noon. Let’s face it - the retail sector doesn’t open until 10 am or later. |
| Screen Name Redacted<br>7/20/2020 02:29 PM | Some of us are doing very well and others struggle with very poor economic prospects. |
| Screen Name Redacted<br>7/22/2020 09:06 AM | The city doesn't allow innovation in their departments, there is no transparency as things come out in the media regarding the departments. |
| Screen Name Redacted<br>7/22/2020 01:48 PM | Great |
| Screen Name Redacted<br>7/22/2020 02:38 PM | I don't know enough about this topic to comment on it |
| Screen Name Redacted<br>7/22/2020 02:47 PM | There has been notable and significant economic growth in recent years, however our City and businesses have taken major hits due to the COVID-19 crisis. Economic crisis response could be considered more prominently in policy. In the past this City has struggled with their reputation as an attractive place to live, work and play - given limited offerings. Shut-downs and social |

| | |
|---|---|
| | distancing has meant further reductions of offerings (eg. permanent closings of businesses and restaurants etc.) and winter in isolation will be devastating for many. Additionally there are significant economic repercussions including job loss and reduced overall income due to major tourism and recreation reduction. |
| Screen Name Redacted<br>7/22/2020 02:49 PM | We don't use the money that we are given appropriately. Everything goes into a General Revenue Pot and then it goes to whatever the flavor of the month is. |
| Screen Name Redacted<br>7/22/2020 04:19 PM | Police budget goes up, community budget gets cut. |
| Screen Name Redacted<br>7/22/2020 04:54 PM | We need more supports for poverty reduction, low income housing, employment programs, addictions and mental health treatment, and a solution for homelessness that does not infringe on people's freedoms. |
| Screen Name Redacted<br>7/22/2020 06:44 PM | There is a large number of internationally-educated immigrants and refugees who are under-employed, which compromises their mental health adversely. There are also immigrant women who have come to our city as international students, only to find themselves in incredibly shocking life circumstances due to intimate partner violence and/or family violence - they no longer can afford the 3.5 times university tuition, find themselves food insecure and bordering on homelessness in a city where they no seldom few people, and are not aware of services, resources, or people whom they can trust. I say this, because I work with these immigrant women. [redacted] and her staff work with me on some of these cases. Again, this is where Second Stage Housing such as SHADE Inc. could step in and provide a safe refuge while these women heal and get standing back on their feet. The MPNP program is a great asset for some of these women. |
| Screen Name Redacted<br>7/24/2020 12:28 PM | The continued destruction of homeless camps while giving no other option to homeless peoples for community and safety is pretty two-faced, and gives more power to people who don't understand that homelessness isn't some sort of moral failing. |
| Screen Name Redacted<br>7/26/2020 03:52 AM | nothing is evident to reduce homelessness and those vulnerable City spends too much on emergency response, transport to hospitals, all due to poverty and addictions and street crime |
| Screen Name Redacted<br>7/26/2020 11:58 AM | I feel that the city has made a lot of progress in this area and continues to move forward to address the significant issues in our city of poverty and systemic barriers. |
| Screen Name Redacted<br>7/28/2020 04:45 PM | I'm really not sure how much power the city has to drive economic growth given the current provincial government and its "priorities " and the pandemic. I'd need to do more research and consider this more. |
| Screen Name Redacted<br>7/28/2020 10:51 PM | I chose this rating because when I read the objectives listed above, they all strike me as objectives that the city is a long way from attaining , especially the one related to poverty. |

| | |
|---|---|
| Screen Name Redacted<br>7/29/2020 02:19 AM | Economic prosperity takes up a huge amount of time in city deliberations. |
| Screen Name Redacted<br>7/29/2020 07:22 PM | |
| Screen Name Redacted<br>7/29/2020 10:14 PM | I think the focus on improving road infrastructure to promote economic development is an expensive mistake. Better to manage the traffic we have to give priority to trucks, buses, and other modes of transport like bikes. I feel the well off are able to take care of their own economic prosperity, but people at the bottom of the social scale need more chances to get started, so economic projects that give them starter jobs are valuable. |
| Screen Name Redacted<br>7/30/2020 11:07 AM | What is it doing? |
| Screen Name Redacted<br>7/31/2020 02:08 AM | City does nothing new and innovative. |
| Screen Name Redacted<br>7/31/2020 04:25 AM | Homeless people in a city with so much space and empty dwellings. In a nation that has as an economic model a % of permanent unemployed, which is a choice, a political choice, no model with this as its start is going to be good. |
| Screen Name Redacted<br>7/31/2020 03:04 PM | Proposal goals are vague. Lets see some hard goals, some tangible targets. Exhibit A - The Exchange District Winnipeg's most valuable urban resource is being challenged by Public Works road repairs, and now Covid emptying out downtown. I know I keep coming back to housing and where people live, but everything stems from that. If 50,000 people lived in The Exchange, the businesses wouldn't be shuttering, because there would be a base for their existence and they wouldn't be dependent on business/arts workers and special events. Ditto with downtown - we all want to see substantially more growth and development there - and it all starts with housing. Doubling, tripling downtown's residential population will provide the foundation for a stronger small-business community. If we can better support local small businesses through better urban design and housing policy/planning, that money will stay in the city/province more. Building a city that is suburban opens up substantially more chain store developments, which means money just leaves the city. Lastly - I want to see a study done on visitors and investors experiences in Winnipeg, and how 50+ years of negative first impressions has impacted tourism and investment in Winnipeg's core. Not opening Portage + Main and letting that be politicized was intensely embarrassing for the city, on a national scale. What person wants to come visit from Minneapolis or Chicago or Calgary when we won't take their experiences validly. CONNECTIONS Corydon, Osborne, The Forks, Provencher, The Exchange, Sherbrook, Sargent Ave These are the lifeblood of Winnipeg's culture, creative communities, small businesses, retail |

| | |
|---|---|
| | innovation, chefs, etc. And they are so poorly connected. By filling in the gaps in the city with HOUSING, and connecting these integral parts of our core, the city will become substantially more vibrant and connected and appealing. |
| Screen Name Redacted<br>7/31/2020 03:58 PM | I think the city of supporting the development of local business, however I think there is a distinct lack of effort put into addressing poverty. The lack of housing options for homeless or the poor is appalling. |
| Screen Name Redacted<br>7/31/2020 06:25 PM | I think the City does a good job of making decisions and granting/denying approvals based on written policy, and not on an emotional or unpredictable basis. Consistency and transparency of decision-making is important to attract investment. The city's ongoing sprawl worries me about its future economic viability. I am concerned that the long-term costs of many new developments will outweigh the additional tax revenue. Fiscal problems will lead to economic problems. I notice an increasing number of areas being zoned for mixed-use. This is good, but far too much of the city has artificial barriers to economic development in the form of restrictive zoning. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | Taxes too high to attract business and then when they come-you screw up like with Portage Place |
| Screen Name Redacted<br>8/03/2020 10:32 AM | Dont know enough to make an educated answer |
| Screen Name Redacted<br>8/03/2020 10:54 AM | We need to provide housing for everyone, and make sure to encourage new business to grow and develop |
| Screen Name Redacted<br>8/03/2020 10:58 AM | Homelessness is more rampant now than ever before |
| Screen Name Redacted<br>8/03/2020 12:03 PM | Cities are competitive and employers are going where employees want to be. Winnipeg is currently building a city that does not reflect the interests of the next generation. As a result our talented and university educated are fleeing the city to Toronto and other tech and employment hubs. This is a serious issue for Winnipeg. We need to ensure that we hang on to our talent which will attract employers. People are interested in living and working in walkable interesting and dynamic neighbourhoods. Incentivize this type of development and encourage it to happen. |
| Screen Name Redacted<br>8/03/2020 02:49 PM | Stop funding housing and wasting budget. Lower taxes. |
| Screen Name Redacted<br>8/03/2020 08:16 PM | Let’s start with Portage place tax break for the developer....that decision was far From transparent; EPC is not a transparent system it creates two tiers of city councillors.. I elected mine to represent me in all city decisions not just the ones that come out of EPC.; we need to quit giving away tax base to new business, we are the only major retail centre for hundreds and hundreds of clicks in Middle Canada , if businesses want access to the labour pool and |

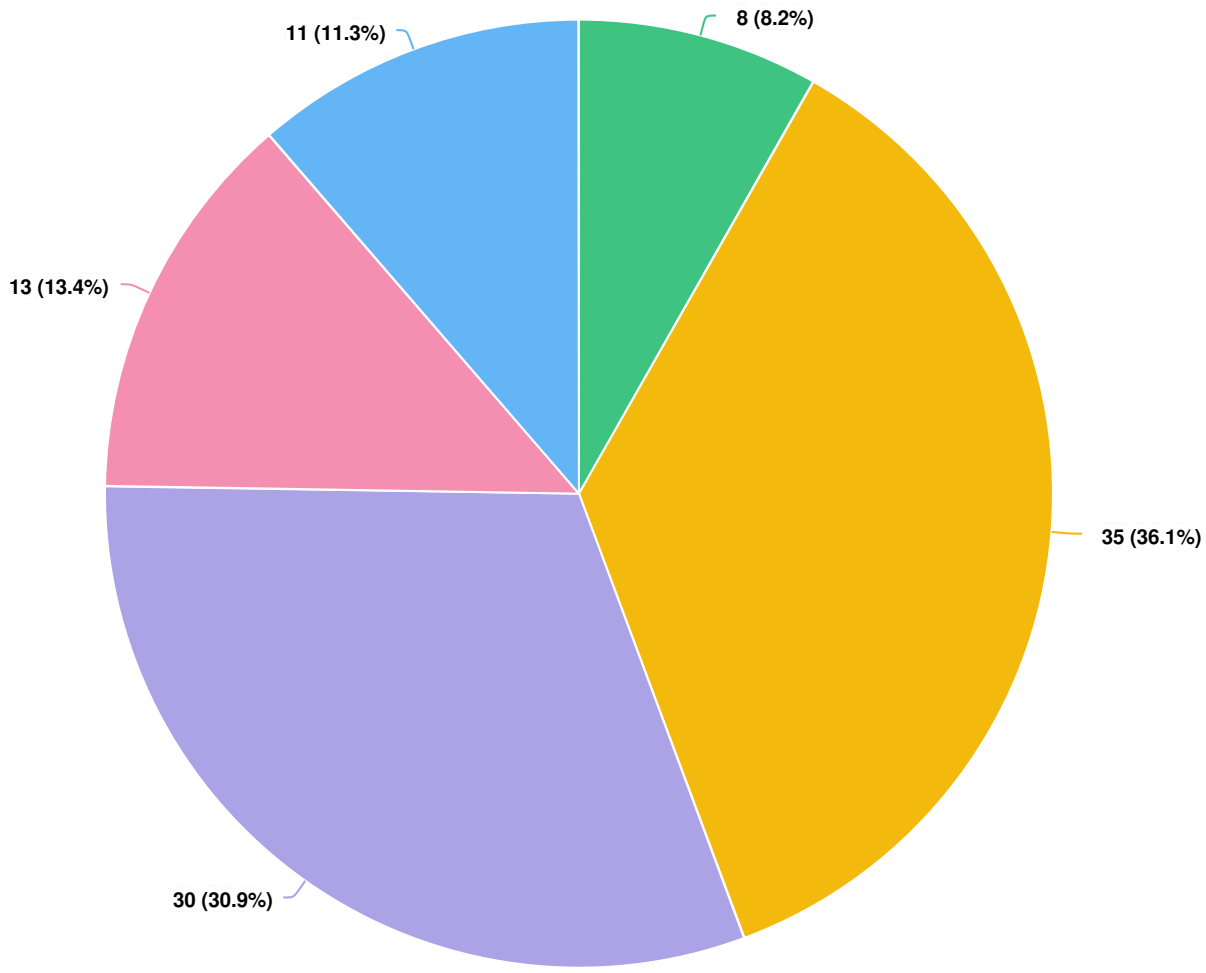
| | |
|---|---|
| | infrastructure- much like the residents who choose to live in winnipeg over Headingly, they should pay their fair share of taxes for things like the buses that bring their workers to work, the garbage and streets, sewage etc. The decisions that the mayor et al. Have made in recent years for taking various unions and developers to court have been ill-advised and have cost the taxpayers untold millions. Start taking advice of those giving it and save our dollars for legal battles that matter. |
| Screen Name Redacted<br>8/04/2020 11:43 AM | Difficult to assess in the context of the economic impacts of COVID-19 |
| Screen Name Redacted<br>8/04/2020 12:48 PM | We seem to be doing fairly well - no huge ups and downs overall; however, poverty in the City is huge and improving the lives of impoverished, homeless, and disenfranchised Winnipeggers should be the City's top economic priority. Doing the best we can to improve, lift up, and support people who do not have the means or wherewithal to do it for/or by themselves. While health and social services are provincial responsibilities, these people that need help live in our City and we cannot pretend that the problem will go away. |
| Screen Name Redacted<br>8/05/2020 02:40 PM | no effort to increase affordable housing if any thing the infill strategy is removing affordable houses for rent or purchase. |
| Screen Name Redacted<br>8/05/2020 03:42 PM | do not know enough about this. |
| Screen Name Redacted<br>8/05/2020 04:51 PM | Nice sentiment but essentially the City is hamstrung by the folks on Broadway who control the purse strings. Poverty is a huge factor and there are limits to what the City can do. |
| Screen Name Redacted<br>8/06/2020 12:31 AM | Housing is going up, minimum wage is but not enough. Certain jobs don't get enough raises when minimum wage does. Some jobs are ment for minimum wage for kids to use a a first time job, yet some make a career out of those minimum wage jobs then expect more money. Leaving no jobs for the younger generation to get and build their experience. For one child care workers (ECE) done get nearly enough expecially with this pamdemic yet are suppose to rise to help out the true hero's?!?!? You should make it worth their wild to work in this profession. |
| Screen Name Redacted<br>8/06/2020 09:35 AM | We need more industry to provide jobs and an industrial tax base. Running the city on house taxes isn't sustainable and doesn't provide enough funds for improvements. There is enough shopping. We need more affordable housing and community centres. |
| Screen Name Redacted<br>8/06/2020 11:45 AM | I feel that the City has started to recognize and action their role in addressing social and economic disadvantage. Don't know enough to comment on other objectives. |
| Screen Name Redacted<br>8/07/2020 11:42 AM | i dont see the city treating poverty as unacceptable. child poverty rates are way too high, too many winnipegers live in housing crisis. |

| | |
|---|---|
| Screen Name Redacted<br>8/07/2020 01:00 PM | Winnipeg has high rates of poverty and many people experiencing housing insecurity and homelessness. |
| Screen Name Redacted<br>8/07/2020 01:40 PM | There is little evidence to show the City is working on any of this other than by talking (perhaps preparing for the next election?). There is no transparency, hence no trust. Mature neighbourhoods are being wiped out by fly-by-night developers who are over-building insensitively. There needs to be concrete evidence that the City means what it says here. |
| Screen Name Redacted<br>8/07/2020 02:41 PM | INFILL development is focused on developers making money, not on the community. Who would want a $300-$400K house on a 25ft lot? Focus is not on innovation, we have to hound 311 to report violations on the infill developers. Could you imagine the infractions that are happening because there are no inspections on the new development? |
| Screen Name Redacted<br>8/07/2020 03:22 PM | Because of the suburban development addiction - which does not serve us, and will in fact put us in the poorhouse by the time my grandson is my age. Serious initiative needs to be taken on this, and QUICKLY. Also - poverty in our city is a huge issue which is why transit and active transportation investments are crucial. So many out there don't realize how many people in our city with *never* have the means to buy a car and utilize the roadways our city is so fond of pumping money into. (AT investments are so much more affordable, and the ROI is impressive!!) |
| Screen Name Redacted<br>8/08/2020 08:51 AM | There are more homeless people on the streets of Winnipeg now than there ever has been. People are living under bridges in neighbourhoods reaching outside of downtown. This is unacceptable that any resident of the city of Winnipeg needs to live this way. Meanwhile, the city spend millions of dollars on frivolous things. Get our homeless taking care of. |
| Screen Name Redacted<br>8/08/2020 02:15 PM | we market ourselves well economically but struggle to reduce inequality |
| Screen Name Redacted<br>8/09/2020 01:43 PM | The City ignores poverty - no public washrooms downtown, just moving the tent city instead of helping to find them sanitation and a permanent/temporary place to put the tents until affordable housing is available. How can you promote local economic competitiveness when the City does major construction projects for a whole summer and ruin local business? There are many articles in the newspaper outlining ways the City hinders small business - too many bureaucrats in each others' way. So definitely no transparency, and the City website is very complicated to find info on - even this survey was hard to find. |
| Screen Name Redacted<br>8/09/2020 03:25 PM | I am not seeing if or how City is diversifying economic opportunities, particularly for young people, or how City is attracting innovation. |
| Screen Name Redacted<br>8/09/2020 03:46 PM | Still too much emphasis on big business, big projects. Need to remove barriers for small-scale, and micro-scale business, and neighbourhood-level |

| | |
|---|---|
| | economic development. Think small, many hands. |
| Screen Name Redacted<br>8/09/2020 08:28 PM | I'm starting to feel like I'm going to answer every question by talking about the meth crisis. Unfortunately, solving problems related to childhood poverty, lack of educational resources and poor mental health fall under the jurisdiction of the provincial government, so I'm not sure how these problems will be addressed. |
| Screen Name Redacted<br>8/09/2020 09:04 PM | We can't prosper as a whole when there are so many left behind. And when the city cuts grants, threatens to close pools, libraries, community centres, etc., declares certain things to be the responsibility of another level of government, we just set these struggling communities back further. An ounce of prevention is worth a pound of cure. It's hard to even talk about the big picture when we are so failing so badly in this regard. |
| Screen Name Redacted<br>8/09/2020 11:36 PM | We need more low income housing and lots of large apartment blocks. More full time jobs with benefits!!! |
| Screen Name Redacted<br>8/10/2020 08:50 AM | Seems like there are too many behind-the-scenes deals. Plus the police get so much money at the expense of more useful things! And the City always says they have no money, then suddenly $20 million appears for Portage Place in a couple hours!!! |
| Screen Name Redacted<br>8/10/2020 11:27 AM | A plan that does not address the fact that our second largest household expense is transportation and that transportation costs bleed our economy of disposable income that would otherwise be invested here or spent at local businesses with far higher economic benefits fails local businesses by making it hard for people to divert transportation spending into local spending and investment. We miss out on the Green Dividend that other cities reap by having less reliance on private vehicles for transportation. |
| Screen Name Redacted<br>8/10/2020 02:28 PM | Without collboration and true support from the Feds and province - all this is pretty doomed. |
| Screen Name Redacted<br>8/10/2020 04:34 PM | I'm not knowledgeable enough about this one to speak to it. |
| Screen Name Redacted<br>8/10/2020 05:02 PM | We have a good amount of wealth in Winnipeg - a surprising amount, even. But we also have surprisingly high rates of child poverty, and many high needs communities and food deserts spread across the city. |
| Screen Name Redacted<br>8/10/2020 10:31 PM | I do not have a good enough understanding of the City's Economic Prosperity. |
| Screen Name Redacted<br>8/10/2020 11:05 PM | Due to poverty and homelessness levels in Winnipeg, in particular child poverty. |

**Optional question** (74 response(s), 31 skipped)
**Question type:** Essay Question

**Q11** **Do you agree that the proposed OurWinnipeg policy in draft provides the appropriate direction for actions by the City to achieve Economic Prosperity in the future?**




**Question options**

Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree

*Optional question (97 response(s), 8 skipped)*
*Question type: Radio Button Question*

**Q12 What actions should the City prioritize to make further progress towards Economic Prosperity, starting now and why do you consider this to be important?**

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 07:21 PM | See comment above about promoting urbanism and density |
| Screen Name Redacted<br>7/13/2020 11:16 PM | Daycare! This is a ridiculous problem in Winnipeg. How women suppose to work when we don't have enough daycares. |
| Screen Name Redacted<br>7/14/2020 09:47 AM | Revise housing policy and zoning to promote affordable low-income housing development that can meet need outlined in Housing Needs Assessment; promote universal basic income guarantee |
| Screen Name Redacted<br>7/15/2020 11:40 AM | In terms of the Residential Growth Summary, the suggested Option 2 does not go far enough in promoting the development of a city centre, by suggesting that 50% of future development should happen at a distance from it. This needs to be far more aggressive, and the plan doesn't do enough to help the city build a "core" to attract business and employment opportunities. |
| Screen Name Redacted<br>7/15/2020 12:46 PM | You are letting the Province CUT jobs that we need, and tax payers that we need. This is just not acceptable. Also, we don't have enough competition in cell phone / internet providers. I would like to city to encourage this. We have as much population as Quebec city and they have way more options. |
| Screen Name Redacted<br>7/16/2020 02:26 PM | It looks great! |
| Screen Name Redacted<br>7/16/2020 03:40 PM | Move to a zero growth economy |
| Screen Name Redacted<br>7/16/2020 09:29 PM | Addressing poverty should be the priority. Far too many residents of Winnipeg are homeless, and far too often the problem is hidden from sight rather than remedied. People do not have the opportunity to support and strengthen their communities if they are preoccupied with their immediate basic needs like food, shelter, sanitation, etc. A secondary priority should be growth of the local economy and reduced reliance on large multinational corporations. |
| Screen Name Redacted<br>7/17/2020 12:02 PM | I like what I'm reading about poverty reduction, but there has to be collaboration and an increase in efficiency across various organizations that provide supports to low income Winnipeggers (still VERY siloed) |
| Screen Name Redacted<br>7/17/2020 01:39 PM | really, the Province needs to step up and give Wpg more power and control. And people living in big houses outside the city limits (to avoid property taxes) should pay for use of all city infrastructure, including roads. |
| Screen Name Redacted | Asking the people of winnipeg - majority rules - enuf of a council representing |

| | |
|---|---|
| 7/17/2020 02:19 PM | us. They do nothing.. and approve with out peoples voice |
| Screen Name Redacted<br>7/17/2020 03:18 PM | Employ directly with no private partnerships so profits stay here. Scrap entrapment red light camera contracts. No more expense on bike lanes. |
| Screen Name Redacted<br>7/17/2020 05:36 PM | Dauphin's Min-come project would be incredible to re-examine in garnering a step towards reducing/eliminating the stressors of the wealth gap that exists merely between the middle & lower wealth classes I the city. Creating consistency in pay has shown to allow folks to spend more to stimulate economic growth, has lead to a better personal & familial health status. Reduces the worst of mental health concern by simply knowing dollars will be coming at appropriate times. |
| Screen Name Redacted<br>7/17/2020 05:39 PM | defund the police, stop the development of new neighbourhoods (including working with the province and other municipalities towards a regional development plan that isn't predicated on developers getting rich on sprawl) |
| Screen Name Redacted<br>7/18/2020 10:22 AM | I feel that resources should be focused more on improving careers/occupations for those in poverty, mental illness etc. This would have side benefits of reducing crime and need for policing. |
| Screen Name Redacted<br>7/18/2020 10:42 AM | Reduce spending and taxes |
| Screen Name Redacted<br>7/19/2020 12:11 PM | I don't know. |
| Screen Name Redacted<br>7/20/2020 12:29 PM | As above. Lobby. Implement. With 80% of the Province's population the City IS the Province |
| Screen Name Redacted<br>7/20/2020 02:29 PM | Green jobs (cleaning up the environment, retrofitting buildings, public and active transportation, local food), healthcare, education, artists, caregivers for the elderly and disabled, and sports for youth will provide meaningful employment for the population. These jobs will also contribute to the environmental goals, they will be viable long term opportunities, and they will make our city a more attractive place to visit. |
| Screen Name Redacted<br>7/22/2020 03:50 AM | "Ensure transparent and predictable conditions are in place to support desired business growth through attraction, investment, and retention." Where possible all City processes should be digitized and all of its applications and permits processes should be moved online and where in person contact is required it should be made available via video chat. Further to fulfill this goal, the City should also establish and publish time benchmarks that match of the best practices of other cities. The same goes for permit inspections. "Address poverty as an unacceptable and costly outcome of systemic barriers, through collaboration with the community and other government bodies." DO NOT DO THIS. Poverty and housing are a provincial responsibility. The City needs to stick to its core responsibilities |

| | |
|---|---|
| | and this is definitely not one of them. The City can't meet the expectations of Winnipeggers now taking on more and the added costs that go with it, is foolish and irresponsible. That said, yes, for sure play a part in lobbying the Province to do more to help those in need. |
| Screen Name Redacted<br>7/22/2020 09:06 AM | Should address poverty and work with the community to help end homelessness. |
| Screen Name Redacted<br>7/22/2020 01:48 PM | poverty reduction strategy etc |
| Screen Name Redacted<br>7/22/2020 02:32 PM | Stronger efforts on the City's part for creating a regional governance framework that promotes cross-municipal cooperation |
| Screen Name Redacted<br>7/22/2020 02:38 PM | I don't know enough about this topic to comment on it |
| Screen Name Redacted<br>7/22/2020 02:47 PM | Incorporate strategic planning for economic crisis and invest in tourism planning and provide incentives for new restaurant and attraction businesses (see above). |
| Screen Name Redacted<br>7/22/2020 02:49 PM | Use the money appropriately and quit spending on frivolous things. We don't need bike paths. |
| Screen Name Redacted<br>7/22/2020 04:19 PM | This city must become a city where people want to BE. Portland in the 1990s and 2000s attracted young people simply by valuing the lifestyle they wanted (walkable, community etc) and then those young people are the workforce. A city with suburban sensibilities will not attract young people and it'll be so unsustainable that you won't ever be able to afford the programs to create equity. |
| Screen Name Redacted<br>7/22/2020 04:54 PM | Listen to community organizations who work directly with impoverished and homeless people, low income communities, etc. |
| Screen Name Redacted<br>7/22/2020 06:44 PM | Several of the actions I see that the City should prioritize to make further progress toward Economic Prosperity include: Community Capacity Development - There will always be individuals with insight and vision within various communities in our city who are selflessly trying to make a difference and who are impacting generations for good. When individuals and families are thriving economically, this definitely lessens stress on them and contributes to healthy individuals mentally and physically. The City needs to find out who these trailblazers are and support them in a variety of ways; * Community Economic Development - this is linked to what I mentioned above. Our educational institutions are great birthing places for innovation and solving challenging economic and social problems, so they need to be funded for in and after-school programs, unique courses, labs, and professional development for teachers and students alike. Also, there are charitable non-profits that truly could use funding to apply to the excellent |

| | |
|---|---|
| | program ideas they have that will promote sustainable economic growth and resilience - even those on social welfare can benefit from some of these training programs so that they becoming contributing members of society; * Poverty Reduction - This is a mammoth-sized problem that requires a multi-layered long-term strategic intervention, definitely tied in with training our youth, stepping up foreign-credential recognition programs, and helping those with language barriers to access English language programs so that they progress to work-readiness. |
| Screen Name Redacted<br>7/24/2020 12:28 PM | I'm not an economist, but shifting tax burden off of people living at or just over the poverty line and asking wealthy Winnipeggers, many of whom have INCREASED their profits during this pandemic, to pay more would be a great start. The cultural shift towards unrestrained capitalism In the past 30 years has left every one of Canada's major cities struggling to find essential services and this needs to stop. |
| Screen Name Redacted<br>7/26/2020 03:52 AM | Increase youth initiatives Eliminate panhandling Create homes for the homeless to get them off the street and provide recovery support Get addicts to support/rehab instead of emergency rooms and jail Decrease taxes by decreasing management, implement performance management, reduce overtime in police services |
| Screen Name Redacted<br>7/26/2020 11:58 AM | Provide increased incentives to small(not large corporations) businesses to operate within or closer to downtown Winnipeg to sustain and increase vibrancy in our downtown. Continue to partner and even increase partnership with community groups that are successfully working with marginalized groups. |
| Screen Name Redacted<br>7/28/2020 01:35 AM | Stop giving the millionaire developers and corporations bailouts and tax breaks. The small independent businesses need more help. |
| Screen Name Redacted<br>7/28/2020 04:45 PM | The only comment I have on this is that the North End and Point Douglas are overlooked superpowers of potential. There's so much creativity and community there. |
| Screen Name Redacted<br>7/28/2020 10:51 PM | I think the city should prioritize identifying systemic barriers that lead to poverty, because you can't eliminate a systemic barrier if you don't know what it is. |
| Screen Name Redacted<br>7/29/2020 02:19 AM | Encourage innovation. Consider making Winnipeg an age-friendly City, like Portage La Prairie. Take advantage of our hydro availability to encourage electric vehicles with plug in stations. Build up capacity for so that solar energy will be more affordable in future. |
| Screen Name Redacted<br>7/29/2020 07:22 PM | |
| Screen Name Redacted<br>7/29/2020 10:14 PM | A very bureaucratic document, full of good intentions, but I am not convinced that it is going to change much. I think an immediate priority should be how does the city engage more of the lower income population in achieving a |

| | |
|---|---|
| | better standard of living for themselves and their kids. |
| Screen Name Redacted<br>7/30/2020 11:07 AM | How about end homelessness? |
| Screen Name Redacted<br>7/30/2020 11:20 AM | Creating infrastructure for future green industries. |
| Screen Name Redacted<br>7/31/2020 02:08 AM | Have an opportunity for investors to buy city of Winnipeg Bonds. |
| Screen Name Redacted<br>7/31/2020 04:25 AM | Better relations with Ottawa and the Provincial Government. The system as it is seems a tug of war on a purely partisan scale. When the city and the province are both run by the same party, then things go a bit smoother but the system as it is invites corruption and abuse and this leads to waste. Crime exists because poverty exists. The city is at the mercy of the 2 layers of government over it, province and federal. To do something about crime you need to address poverty and homelessness, this will help with Drug problems. Legalizing pot was a good start, legalize all drugs and instead of a criminal act, make it a societal problem, treat it like a health issue and not a criminal issue. Also .. health is food .. seek Ottawas help in making healthy food a mandate. Quit paving over good farm land to create more city that necessitates more farm land .. and seek to recover lost farm land. |
| Screen Name Redacted<br>7/31/2020 03:04 PM | That page is incredibly vague and is just one page. Lets see concrete programs for supporting and enhancing: - local small businesses - technology / biotech / startups - supporting and enhancing existing industries of strength - connectivity and the impact of our urban environment on outside investment - music city? arts + cultural innovation? no mention of any of that. |
| Screen Name Redacted<br>7/31/2020 03:58 PM | Push to end homelessness. |
| Screen Name Redacted<br>7/31/2020 06:25 PM | The city should focus on increasing density in existing neighbourhoods, encouraging mixed-use development, and relaxing zoning requirements. These will improve the dynamism of our economy, and lessen the contribution to infrastructure costs. Investment in non-car commuting options has a positive economic return, and the city should redouble its efforts to improve walking, biking, and busing as viable means of transport. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | Change thoughts-tax people more for not maintaining homes yards etc. Stop high rises and have bungalow condo communities for seniors-families just starting out. Encourage in fill etc. |
| Screen Name Redacted<br>8/03/2020 10:32 AM | Provide insentives for infill projects and increasing density so there isn't a need for impact fees. |
| Screen Name Redacted<br>8/03/2020 10:54 AM | We need to provide more social services to help the mentally ill and drug addicted, we also need to provide sufficient housing for same. |

| | |
|---|---|
| Screen Name Redacted<br>8/03/2020 10:58 AM | Instead of tearing down or selling off city owned property why are they not being renovated into affordable housing units? All the old base housing on Keneston is being torn down to make Keneston wider, why not keep the housing and place low income earners and homeless there |
| Screen Name Redacted<br>8/03/2020 12:03 PM | Again, build a city that people want to work in. Quality of life is an important consideration and right now there are very few, if any, walkable and vibrant streets/neighbourhoods in our city. Incentivize and encourage those things to happen and you will see positive economic spinoff. |
| Screen Name Redacted<br>8/03/2020 02:49 PM | Stop been city of crime. Cancel all social housing projects. We do not people who don't work and can't support their families |
| Screen Name Redacted<br>8/03/2020 08:16 PM | Get rid of EPC; raise business taxes; quit the frivolous courtcases; shift funding from policing of post-crime actions to crime prevention through reduction of poverty and addictions, and increasing social work assistance. |
| Screen Name Redacted<br>8/04/2020 11:43 AM | More clarity is needed on the poverty reduction through community economic development approach and how it will address and measure reductions in poverty. This is particularly important in the context of the COVID-19 related economic downturn and ongoing recovery |
| Screen Name Redacted<br>8/04/2020 12:48 PM | Figure out how to work with the Province or private-sector partners more effectively to meaningfully working towards 100% reduction of homelessness. Provide a home for someone and they will have a foundation from which to grow and improve their lives. |
| Screen Name Redacted<br>8/04/2020 01:30 PM | A strong economy starts with a well-educated citizenry. We need to focus on our schools. Put more money into hiring EAs and librarians/tech specialists, and into subjects like music and art. The arts make kids excited and engaged, and wanting to go to school. |
| Screen Name Redacted<br>8/05/2020 02:40 PM | listen to the people affected by bad policy that had no public engagement. |
| Screen Name Redacted<br>8/06/2020 12:31 AM | Start at the bottom and work your way up, affordable child care, more money for those that take care of other people's children ($27-$35 should be their wage) so people can get jobs/careers and themselves can afford a decent house. Which the housing should drop its crazy for little shack going for $200-300 smh |
| Screen Name Redacted<br>8/06/2020 09:35 AM | More industry and business incentives to attract companies to relocate here. |
| Screen Name Redacted<br>8/06/2020 11:45 AM | Ensure that there is equal if not greater action in the policies related to community investment and poverty reduction. We will have a stronger, more economically viable City if we can close gaps in advantage. |
| Screen Name Redacted<br>8/07/2020 10:00 AM | The city needs to begin planning for a situation wherein its tax revenue begins to substantially decline owing to continual flight of residents and |

| | |
|---|---|
| | businesses to the neighboring areas. This is a pattern which has occurred in all cities of our nature throughout north america for the last 50 years and it will occur here. |
| Screen Name Redacted<br>8/07/2020 01:00 PM | We need to address homelessness with a housing first policy. |
| Screen Name Redacted<br>8/07/2020 01:40 PM | The previous OUrWinnipeg had lots of lofty statements like this too. But Planning never followed any of them. It says it allows developers to cherry-pick (direct quote by City Planners) which parts of this by-law they feel like obeying. This is sloppy boy-bonding behaviour at its worst. Action: hire a rigorous Manager of Planning to enforce standardisation of behaviour and compliance with all by-laws. Result: residents city-wide won't hate its corruption any longer once there is consistency and trust. |
| Screen Name Redacted<br>8/07/2020 02:41 PM | More community involvement, the focus has been developers making money and the communities suffer. The infill houses are not affordable to many and the rental properties (GRANNY SUITES) are way too expensive ($1750 ... and no yard???) Renters are constantly moving because it is too expensive. What is being built is super cheap.... People are leaving the community because of infill practices. |
| Screen Name Redacted<br>8/07/2020 03:22 PM | Stop developing suburbs. Start focussing on existing and aging neighbourhoods. Infill. Active transportation. Transit. Pedestrian-friendly and people-friendly approach to planning and development please. |
| Screen Name Redacted<br>8/08/2020 08:51 AM | Again, something Hass to be done about the homelessness in Winnipeg. This includes the availability of mental health facilities, which are not even readily available for the average person. |
| Screen Name Redacted<br>8/08/2020 02:15 PM | Integrate housing first stragegies |
| Screen Name Redacted<br>8/09/2020 01:43 PM | More support for small business - jobs, encourage people to live around them. More support for low income neighbourhoods - we are only as good as how we support people. |
| Screen Name Redacted<br>8/09/2020 03:25 PM | Provide for housing that is affordable and attractive for young adults and families, as well as other conditions that make it attractive to live and work in City. |
| Screen Name Redacted<br>8/09/2020 03:46 PM | Make it easy to set up "architectural mullets" (business in the front, house in the back) for neighbourhood-oriented business types (coffee shops, ice cream parlours, corner grocers, etc.). Mixed-use for certain uses as-of-right, medium-density as-of-right (up to 3 or 4 units). |
| Screen Name Redacted<br>8/09/2020 08:28 PM | NA |
| Screen Name Redacted<br>8/09/2020 09:04 PM | I'm glad to see a recognition of poverty and systemic barriers. Stop getting bogged down in what we can't do (not our jurisdiction, no money) and start |

| | |
|---|---|
| | looking at the incredible potential of what we CAN do with the resources we do have. Again - transportation is a huge factor here, and I'm glad to see it recognized. People that can't hold a job, go to school, take their kids to daycare or safely move in their neighbourhoods and into other areas because transit is unreliable, roads are dangerous, or destinations too far... they will have the hardest time thriving in this city, and that has huge social and financial costs. |
| Screen Name Redacted<br>8/09/2020 11:36 PM | Encourage more employers to give people full time jobs with benefits. Most jobs are part time with no benefits... |
| Screen Name Redacted<br>8/10/2020 08:50 AM | Major focus on sustainability, creating an innovative Green City, creating very strong partnerships with Indigenous communities and organization to create a city that is a model for urban Indigenous living. |
| Screen Name Redacted<br>8/10/2020 11:27 AM | I think we need to recognize that investments in sustainable transportation increase people's disposable income, which leaves them more money to spend on local businesses and in their own homes. I also think that we need to increase our expenditures on culture and heritage. These are vital city resources that every city needs. |
| Screen Name Redacted<br>8/10/2020 12:01 PM | support the struggling indigenous and new immigrant communities more with better access to education, work training, health support and especially mental health and addiction support. these facilities should be easily accessed both online and in person and in the areas where they are needed. urban reserves should be set up if they will actually help the struggling community in our north end and give them additional supports to prosper and thrive in our community. |
| Screen Name Redacted<br>8/10/2020 12:56 PM | Reducing systemic barriers is key to involving all citizens in the economic future of our city and should be addressed first to ensure equity and opportunity for all. |
| Screen Name Redacted<br>8/10/2020 02:14 PM | Advance strategic economic opportunities -- don't squelch people with unorthodox ideas just because it makes more work for some bureaucratic to figure out a new policy or regulation. Ensure transparency and predictable conditions. |
| Screen Name Redacted<br>8/10/2020 04:34 PM | look at what actually drives economic growth and overarching factors, and stop listening to everyone whose arguement is just "but parking!". |
| Screen Name Redacted<br>8/10/2020 05:02 PM | I would like to see a commitment social enterprise models and commitment to innovation in the renewable energy sector and green jobs. |
| Screen Name Redacted<br>8/10/2020 10:31 PM | The actions the City should prioritize to make further progress towards Economic Prosperity starts with the choice of wording. To be congruent with sustainability instead of using "economic growth" use "sustainable economies". The actions that the City should prioritize would be the goals related to poverty reduction. It's important because poverty is linked to so many social problems, like crime, addictions and mental health. Police |

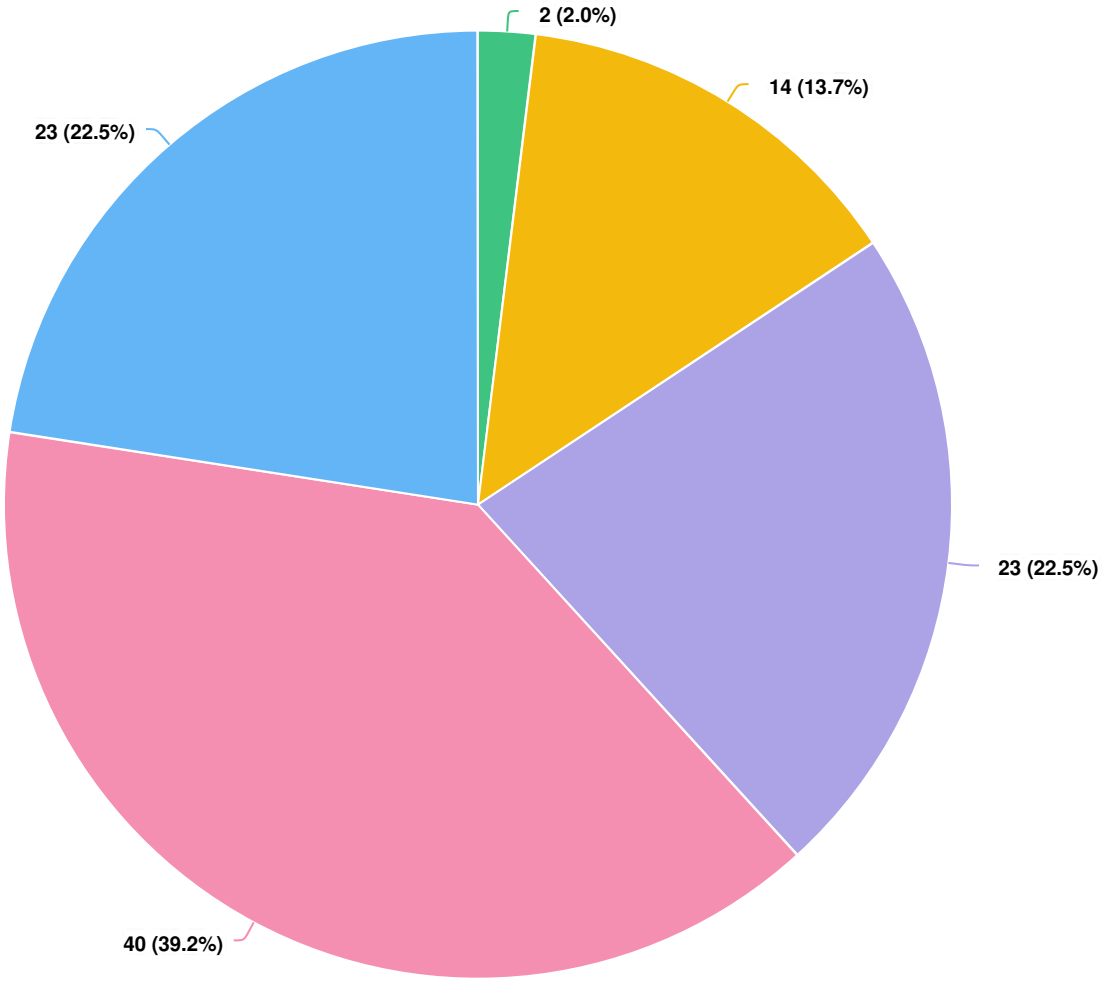
service in the City is one of the highest (or highest?) budget item. Reducing poverty would reduce the need of police services, saving the City money.

Screen Name Redacted
8/10/2020 11:05 PM

One aspect that seems to be missing is the concept of full cost environmental accounting, which takes into consideration the environmental, social and economic costs. There also does not appear to be mention of the 'growth pays for growth' concept (though it is apparently indirectly addressed in the Financing Growth section of the Complete Communities Direction Strategy). In terms of prioritizing actions, evaluation of community return on investment is critical under Strategic Enterprise Supports (3.2) along with testing innovative solutions that are climate-friendly under Community Economic Development (3.4). Also under Community Economic Development (3.11), "support local enterprises and employment in neighbourhoods through strategic investments in transit, active transportation, and a pedestrian-oriented public realm, that result in well-connected, mixed-use activity nodes, to enable residents to participate in economic activity in close proximity to where they live." Under Poverty Reduction (3.12), while not specifically addressed, transportation equity is a key component of (and often a barrier to) accessing opportunity and being able to participate. This leads into Sustainable Transportation Connectivity (3.17): "Prioritize enhancements to the public transit system and active and public transportation network that improve their viability and access to places such as educational institutions, employment opportunities, recreation and library facilities, providers of essential goods and services and health providers, especially for neighbourhoods most impacted by poverty."

**Optional question** (81 response(s), 24 skipped)
**Question type:** Essay Question

**Q13** **From your perspective, how well is the City currently doing with respect to the proposed goal, objective, and policy framework for Good Health and Well-Being?**




**Question options**

Very well  Well  Neutral  Poorly  Very poorly

*Optional question (102 response(s), 3 skipped)*
*Question type: Radio Button Question*

## Q14 Why did you choose this rating?

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 06:36 PM | Inadequate support for addictions and mental health. |
| Screen Name Redacted<br>7/13/2020 07:21 PM | I see this an a serious issue |
| Screen Name Redacted<br>7/13/2020 10:34 PM | So much drugs on the street and a meth crisis that is not being handled |
| Screen Name Redacted<br>7/13/2020 11:16 PM | - |
| Screen Name Redacted<br>7/15/2020 11:40 AM | The improvements to the city's green spaces and active transportation network over the past few years have been great and highly appreciated. The city should start to phase out painted bike lanes, in favour of curb-separated bike lanes to encourage even more active transporation, but the health and well-being of our communities has been at the forefront of our decision makers' minds. There should be more education, however, in how to properly and effectively use the active transportation infrastructure, as I constantly see cyclists riding on the streets when there is a bike path or separated bike lane right beside them. |
| Screen Name Redacted<br>7/16/2020 02:26 PM | Like the rest of Canada, we are generally doing a very poor job with children. They are overwhelmingly inactive, and health professionals from the Council of Chief Medical Officers of Health to injury prevention researchers are all pointing to outdoor activity as a bedrock of child health. We have not done nearly enough to create the physical and cultural environments to support children's health; the norm all too often is hovering over kids, which doesn't keep them safer and is harmful. |
| Screen Name Redacted<br>7/16/2020 03:40 PM | The health of low income people is not supported enough. Poor green lifestyle choices |
| Screen Name Redacted<br>7/16/2020 09:29 PM | There are many homeless people in Winnipeg without access to the basics for physical health. Mental health care is very difficult to access. The built environment of Winnipeg is not well designed for well-being. We need more green spaces, and more biodiversity in our green spaces. We need to improve city aesthetics, especially in the winter. We should commission local artists to create more murals and other public art installations. We should have more brightly coloured buildings to make the gray and dingy winter landscape more cheerful. We need spaces designed to encourage human connection, gathering, and spontaneous socialization, especially free and low cost spaces. We need "third places" that are free or low-cost (third places |

| | |
|---|---|
| | referring to spaces other than the home or workplace where people can gather, socialize, engage in activities, and generally exist). It's often difficult to fulfill basic needs outside of the home or workplace in Winnipeg. I have noticed that it's often very difficult to find water and washrooms when out and about in Winnipeg, especially downtown. Most businesses lock their bathrooms except for paying customers. I work outside and used to go to McDonalds for water when my water bottle ran out, but they don't provide free water anymore. This is a barrier of expense, discouraging people from gathering, wandering, and spending lots of time downtown. This is also a major hurdle for homeless people who can't afford to spend money every time they need the washroom or water. I think there should be free and accessible washrooms and water downtown. We need a more dense city to improve physical connections and reduce stressful commutes. Increased walkability also encourages more active lifestyles. Facilitating social connections and supportive communities is imperative for good mental health. For safety, we need to take a proactive approach towards crime, defunding the police and investing in programs of rehabilitation and fostering strong communities. Local food should also be more accessible, both physically and financially. |
| Screen Name Redacted<br>7/17/2020 12:02 PM | Multiple inefficiencies in the WRHA and community/social service organizations mean that many people are working in silos and our systems are not working to their full capacities. There should be much stronger relationships developed between health and social services that function in Winnipeg |
| Screen Name Redacted<br>7/17/2020 01:39 PM | The 'objectives' are so vague as to be meaningless. 'support positive health outcomes'?? no one can argue with that, but how does it look in practice? |
| Screen Name Redacted<br>7/17/2020 03:18 PM | Higher Welfare rates; Higher Park budgets, with more natural parks with no fees for buildings and less signage. No dangerous 5G so wildlife remain and better health. No fluoride in the water. Quieter emergency vehicle sirens (it works in England - easier to know where they are without constant blare. More trees on streets |
| Screen Name Redacted<br>7/17/2020 05:36 PM | With health & well being projects being expanded to the outskirts of Winnipeg in which community resources are more likely to be received through vehicle access, the central lower income communities are having their resources pulled left, right, & centre. Shuttering various libraries & public pools in the down town where we have a higher density of folks living causes such a drastic imbalance. Safe injection sites would be vital for our population whom are drug dependent. These sites of spaces are essential in trying to safely take steps to mitigate a rising problem scattered hypodermic needles. Those being found in playgrounds, public washrooms, & green spaces throughout the city. A suburban neighbourhood will of course feel discomfort by having a safe injection site established, but if that leads to a lower death rate, why would that not be looked at further? A person whom is addicted to a substance has as much right to exist & live as a home owner who works 9-5. |

| | |
|---|---|
| Screen Name Redacted<br>7/17/2020 05:39 PM | active transportation impossible for most community members. huge issues of crime due to lack of funding for mental health and poverty reduction services. |
| Screen Name Redacted<br>7/18/2020 10:22 AM | One example of an obvious (to me) way to improve happiness that is not being done. Reducing residential speed limits to 30km/hr which increases children's safety when biking on roads and walking on sidewalks, improves enjoyment of being outside and seeing neighbours which improves social connection and decreases feelings of loneliness, improves everyone's comfort with active transportation and the obvious benefits of decreased injuries. All of that compared to increases in vehicle trip times by less than a minute?? |
| Screen Name Redacted<br>7/18/2020 10:42 AM | Nothing the city does has anything to do with healthcare |
| Screen Name Redacted<br>7/18/2020 11:03 PM | I think that the aim is true but still certain sections of the city are still not getting these options or benifits |
| Screen Name Redacted<br>7/19/2020 12:11 PM | My friends lost their son to addiction & meth psychosis while searching in vain for support. Everything we have in place is already at capacity and most needs are unmet. |
| Screen Name Redacted<br>7/19/2020 05:34 PM | Walkability in city is poor. Transit is poor. |
| Screen Name Redacted<br>7/20/2020 12:29 PM | No medical clinics on Sage Creek. Where is a laboratory for tests, a walk in clinic, any local health care |
| Screen Name Redacted<br>7/20/2020 01:01 PM | Though I appreciate certain improvements to the built and natural environment that have been made, I'm not convinced things are improving or worsening in terms of health and well being. |
| Screen Name Redacted<br>7/20/2020 02:29 PM | Good health and well being are easily achievable for some, but not nearly all residents of Winnipeg. |
| Screen Name Redacted<br>7/22/2020 03:50 AM | The City is doing not a bad job in these areas. But it is doing a mediocre job at best with respect to active transportation networks and in at least one of these areas the City should not be involved in certain activities (poverty, housing), as they are provincial responsibilities. |
| Screen Name Redacted<br>7/22/2020 09:06 AM | I certainly don't feel safe in Winnipeg and it feels like the police cannot get a control on it. |
| Screen Name Redacted<br>7/22/2020 01:48 PM | Because it's great |
| Screen Name Redacted | We have fewer public pools, our public spaces are crumbling, and our tree |

| | |
|---|---|
| 7/22/2020 02:38 PM | canopy across the city is dying and not being replaced. Residents that can't get out of town to experience nature have fewer opportunities within the city to experience the beauty that is around them. In addition the closing of public pools, the lack of maintenance on others means that people have fewer options. If people are bored and there is nothing exciting about living in Winnipeg why would people stay. We can do so much better |
| Screen Name Redacted<br>7/22/2020 02:47 PM | There is a disconnect between the idealistic and positive policy and residents' perceptions of good heath and well being. |
| Screen Name Redacted<br>7/22/2020 02:49 PM | It just is. We have way too many homeless. The senior population is going to double in the next 10 years and there is nothing (affordable) for them. We don't have a good handle on the drug problem in this city. |
| Screen Name Redacted<br>7/22/2020 04:19 PM | It's shockingly difficult to get to most places on foot or by bike. If city councillors are describing people who bike in 2020 as "extreme", that is a huge red flag. Most sad, however, is seeing the struggle with back to school travel and how reliant we are going to be on driving kids door to door. It's just incredibly awful that we've built a city so unsafe for kids to walk and bike to school that the government wouldn't even consider that as an option. |
| Screen Name Redacted<br>7/22/2020 04:54 PM | Defunding the police and diverting funds to addictions and mental health treatment should be the top priority. |
| Screen Name Redacted<br>7/22/2020 06:44 PM | The proposed goal is bang on; what I hope is that those who are the architects of these goals know who all the players are for implementing the calls for action for these goals to be realized. |
| Screen Name Redacted<br>7/23/2020 10:04 AM | For the most part, the city is doing a good job here. We need to be doing more for our homeless population though. |
| Screen Name Redacted<br>7/24/2020 12:28 PM | Everyone I personally know was at their limit for a work life balance even before coronavirus struck. The culture of the city and it’s work/commute life is toxic and draining.f |
| Screen Name Redacted<br>7/26/2020 03:52 AM | Downtown is worse now than ever before - panhandling, violence, homelessness, addictions |
| Screen Name Redacted<br>7/26/2020 11:58 AM | Successful at developing walking and bike paths. Not successful at maintaining existing recreational facilities such as outdoor pools. Not successful in making people feel safe, especially elderly by closing fire halls where they are needed most. If more fire halls are needed in the suburbs the choice to live there should be reflected in increased taxes. |
| Screen Name Redacted<br>7/26/2020 11:59 AM | There is still a tendency to put resources into building and creating these supports in the newly built communities rather then the core or well established communities, making the newer communities more desirable and actively committing to urban decay |
| Screen Name Redacted | Need more community based groups like COPP to help citizens keep |

| | |
|---|---|
| 7/28/2020 01:35 AM | neighborhoods safe from property crimes. |
| Screen Name Redacted<br>7/28/2020 04:45 PM | I appreciate the efforts that have gone in to making certain streets pedestrian-only for the last few months, and increasing recreational opportunities in our neighbourhoods. I also appreciate the increase in funds for our forestry department!! So important! |
| Screen Name Redacted<br>7/28/2020 10:51 PM | I chose this rating because, which there has been some good work done on this so far (i.e. public art, digital communications), there is still quite a bit of work to do in other areas (i.e. multi-modal transportation systems, community safety, affordable housing, pedestrian oriented public amenities & active transportation infrastructure). |
| Screen Name Redacted<br>7/29/2020 02:19 AM | Our parks are essential for climate change resilience and for mental and physical health for all age groups, but the parks budget is inadequate. |
| Screen Name Redacted<br>7/29/2020 10:14 PM | Relying on cars to get everywhere is very unhealthy, but Winnipeg keeps on fixing roads to accommodate all that driving. There is no serious effort to change that pattern. |
| Screen Name Redacted<br>7/30/2020 11:07 AM | What is it doing, really? |
| Screen Name Redacted<br>7/31/2020 04:25 AM | Look at all the sick and unhealthy fat people in the city. Not enough places in the city to gain some peace of mind. Cars/trucks and so on spewing gases that kill and create unhealthy people. Cramped conditions, poor housing that leads to disease. Health should always be a mandate and to get there you need good food and places for inner city people to unwind and allow the growth of quality of life. |
| Screen Name Redacted<br>7/31/2020 03:04 PM | Again, it's so vague. I know you only are working with a single page - but let's see some concrete examples, some vision, some current stats, some future targets. This is a document that reads like it will be easily ignored in two years. |
| Screen Name Redacted<br>7/31/2020 03:58 PM | I would like to see more options for affordable mental health services. I don't like to see funding cuts to community services (e.g. libraries) and recreation opportunities in low income areas. |
| Screen Name Redacted<br>7/31/2020 06:25 PM | On the positive side, the city has done a good job of making public spaces inclusive and accessible. Digital communication is good, through social media winnipeg.ca, and through the Open Data Portal. Coordination with community groups like the Bear Clan Patrol is encouraging. Although it still lags behind other Canadian cities, recent investment in cycling infrastructure such as protected bike lanes is good. On the negative side, crime and perception of crime remains a problem for many areas of the city. Access to healthy grocery options is still limited in many areas. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | Try getting around all of Winnipeg as a disabled person. Stop allowing begging homeless camps. Choose a site and folks can go there and have |

| | |
|---|---|
| | running water washrooms like campgrounds-stop the protests unless they take a permit-blocking traffic etc should be a felony. Do not defund police but take bike path money and fund better response services for the fringe groups |
| Screen Name Redacted<br>8/03/2020 10:32 AM | It is still hard to get around the city by bike. More protected bike lanes like most other cities/countries would encourage more ridership. Increasing better mental health and physical health. |
| Screen Name Redacted<br>8/03/2020 10:54 AM | Homelessness and drug addiction are not being fully addressed. |
| Screen Name Redacted<br>8/03/2020 10:58 AM | Reduced transit to almost nothing during the first 4 months of COVID 19 forcing people into PACKED buses, Bowman doesn't care about the public's health. |
| Screen Name Redacted<br>8/03/2020 12:03 PM | Too many people live car dependent lifestyles in Winnipeg which is horrible for people’s individual health and the health of the city. Get people living in walkable neighbourhoods and obesity will fall and people’s health will increase. |
| Screen Name Redacted<br>8/03/2020 08:16 PM | Lack of sufficient safe injections sites and public toilets Support not arrest for those in need (panhandlers) snow clearing on sidewalks as well as main areas is abyssmal ... taking so long (sidewalks in our neighborhood a block off Pembina take over a week to be cleared by city crews) to clear that the snow is flatten into Sheets of ice by pedistrians that CAN navigate the walk. Extremely dangerous for the elderly/ handicapped etc to navigate and get a daily walk in for mental and physical health, Promotion of “painted“ bike lanes promoted as “safe”, is laughable in our traffic defunding community centres to the point of closure or program elimination, removal of green space and recreation space (golf courses, parks etc) through infill and select developers projects ( ex: condos on Wildwood ) . Having the same contractors fix the roads in the summer that they destroy by plowing in the winter seems gratuitous even by Winnipeg standards. |
| Screen Name Redacted<br>8/04/2020 12:48 PM | Winnipeg has a huge problem with systemic racism in most of its social services and its police service. |
| Screen Name Redacted<br>8/05/2020 02:40 PM | Trees and parks not properly maintained. Why is there no tree policy or parks rivers and creeks. |
| Screen Name Redacted<br>8/05/2020 03:42 PM | Not enough safe bike routes yet. Poor winter mobility for seniors, ie cars are prioritized over pedestrians. |
| Screen Name Redacted<br>8/05/2020 04:51 PM | One example? Bus fares. We view transit as a de facto revenue stream when it should be viewed through a public service lens. In a city like Winnipeg transportation has a huge effect on quality of life. Current fares mean some in society are denied basic services by virtue of them being inaccessible. |
| Screen Name Redacted<br>8/06/2020 12:31 AM | Never have I heard of any city doing good for mental health. |

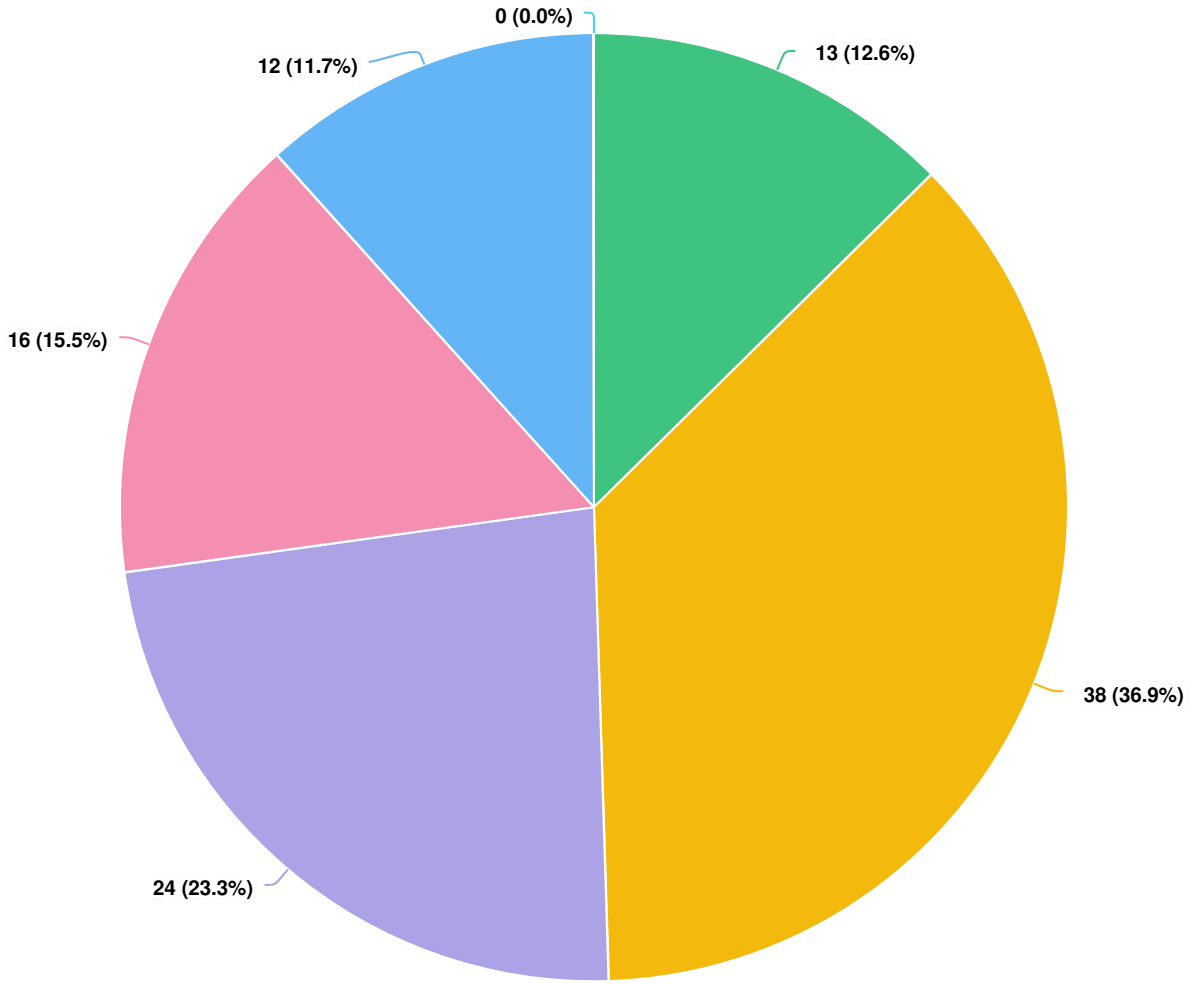
| | |
|---|---|
| Screen Name Redacted<br>8/06/2020 11:45 AM | Again I think the City is starting to make some strides towards these objectives. However, many decisions prioritize people with advantage over those that don't e.g. "public safety" downtown about people who visit there as opposed to those who may use the public spaces as they don't have adequate space or income to be in private spaces |
| Screen Name Redacted<br>8/07/2020 10:00 AM | I have no knowledge of this. |
| Screen Name Redacted<br>8/07/2020 11:42 AM | basic needs for a healthy life - there aren't even public washrooms for people, way too few water fountains. The city does very little to promote affordable housing in the city - always blaming the province or feds. |
| Screen Name Redacted<br>8/07/2020 01:00 PM | Over %30 of city budget is dedicated to policing and yet it has shown no impact on health and safety of community, in fact it’s made it less safe for many people in Winnipeg. Q |
| Screen Name Redacted<br>8/07/2020 01:40 PM | Council and the Mayor still allow controversial developments to take out trees, build with toxicity, move contaminated soil unsafely, generate air, noise and light pollution. Until this stops, no need for lofty philosophical goals. Smells of bait and switch campaigns. |
| Screen Name Redacted<br>8/07/2020 02:41 PM | In Glenwood (22 streets) we have had 100 variances for lot-splits, Whe have had the size of 4 football fields that has been clear cut, yet the mayor is promoting a 1 million tree challenge! We have loss our privacy, additional noise (trees not there to buffer), created more garbage for the city dump by demolition of some very good solid houses. Violation of the province's Environment Act Licence No 3042 section #8, it states: The Licensee shall not increase the frequency or volume of combined sewer overflow in any sewershed due to new and upgraded land development activities" WHY?? because the overflow of sewage goes directly to the Red River. The communities have to keep calling 311 because there is demolished property and no fencing for the weekend. No fines so the same developer does the same thing 2 months later on another lot-split demo. They provide warnings.... The house on [redacted] was crushed and left open for the whole weekend, anyone could have walked and fallen into the basement. Same guy does the same thing 3 streets later. NO FINES... NO RULES... we can do what we want and we can build whatever we want. A house on Imperial was built 6 ft away from what was indicated on the variance. Bonus for this developer, now he has a bigger yard. That house should have been demolished to prove a point. The trees are demolished, and twigs planted afterwards (if lucky). |
| Screen Name Redacted<br>8/07/2020 03:22 PM | I have seen very little focus on accessibility and active transportation planning. Even the P+M debate completely ignored the serious issues with the underground-only option for crossing at that intersection. (I work at P+M, and as I'm able-bodied, I can manage, but there is ALWAYS something that impedes the progress of those who have mobility challenges.) This also |

| | |
|---|---|
| | applies to community safety and well-being - forcing people underground when there aren't many people around is UNSAFE and affects women and those with mobility issues disproportionately. Please consult with groups that can assist with the kind of awareness needed to make responsible decisions in these areas. |
| Screen Name Redacted<br>8/08/2020 08:51 AM | People are literally committing suicide because they do not have immediate access to the mental health facilities they require. This is unacceptable, and unnecessary. We promote tourism, and continue to build build build, but we are still not providing the basic necessities required by so many people. |
| Screen Name Redacted<br>8/08/2020 02:15 PM | The opening of sunday bike routes to a semi-permanent status this spring and summer has enabled health and wellbeing for all. |
| Screen Name Redacted<br>8/09/2020 01:43 PM | Neighbourhood libraries were the last to open???? I guess we don't pay enough taxes, so the suburban libraries were opened first. Stop favouring suburban neighbourhoods - Dakota CC doesn't need money for an indoor track but Chalmers CC should have a 24-hr drop-in and rec centres in poorer neighbourhoods need more support and money. There are no positive health outcomes when infill and monster houses block 100% of the sunshine that used to shine in your house - again, respect everyone involved. When you build something, all surrounding neighbours need to know what is being built and how it will affect their property. Point 3 - address this more with community supports like rec centres and family centres instead of more police. |
| Screen Name Redacted<br>8/09/2020 03:25 PM | City has major, major issue with drug abuse and its causes and effects (mental health and crime). As a car-centric city, the City has issues with air pollution, people's physical health and concerns with pedestrian, cyclist, vehicle collisions. |
| Screen Name Redacted<br>8/09/2020 03:46 PM | City has a long way to go in having inclusive public spaces, transportation safety (for those outside of a car), and equitable access to services (older areas are losing their services while newer areas are getting them). |
| Screen Name Redacted<br>8/09/2020 08:28 PM | Meth crisis/No help from the provincial government. |
| Screen Name Redacted<br>8/09/2020 09:04 PM | See comments for previous section. |
| Screen Name Redacted<br>8/09/2020 11:36 PM | Parks and paths are good. Clean up the parks. Lots of alcohol containers on the paths at the Forks!!! I picked them up. I enjoyed my walk!!! |
| Screen Name Redacted<br>8/10/2020 08:50 AM | High percentage of people, and especially Indigenous people and disabled people, living in poverty. Poor strategies for active transportation and public transportation. Little will power to formulate and install proven practices like composting. Too much reliance on cops. Too much violence and death perpetuated by police. Too much money diverted to police. |

| | |
|---|---|
| Screen Name Redacted<br>8/10/2020 08:56 AM | Parks, natural spaces, urban trees and recreational opportunities all add to human health and have not been given a high enough priority |
| Screen Name Redacted<br>8/10/2020 11:27 AM | I think we have poor transportation options if you do now own a car. Parks and recreation are often located too far from many neighbourhoods, especially those with higher needs. Are roads are injuring and killing far too many people. |
| Screen Name Redacted<br>8/10/2020 02:14 PM | Lack of community safety. |
| Screen Name Redacted<br>8/10/2020 02:28 PM | Support for parks and recreation is pretty stagnant. |
| Screen Name Redacted<br>8/10/2020 04:34 PM | By design, lack of priority, whatever, the city makes it nearly impossible to get around by means other than private vehicle. This keeps people poor, who have to spend money on a car to get to a job, school, day care, etc. The more "feet on the street" - i.e. not in cars, the safer an area feels, which attracts more people and eventually makes a virtuous instead of vicious circle. |
| Screen Name Redacted<br>8/10/2020 05:02 PM | I'm thinking specifically of community centres, parks, recreation and leisure centres, and leisure guide programming. |
| Screen Name Redacted<br>8/10/2020 10:31 PM | I don't work in that sector so I don't have a good sense of how things are going. |
| Screen Name Redacted<br>8/10/2020 11:05 PM | We continue to rely on using police enforcement in many situations where the response should be health-based (both mental and physical). The police budget is massive and yet, as we're all painfully aware these days, the law cannot fill the gap in social services. We are not addressing the root issues that lead to addictions, poverty, homelessness and violence in the first place. One might say the City is doing well in addressing the three key objectives for Good Health and Well-Being depending on where you live. There is the oft-quoted saying: "Tell me your postal code, and I'll tell you your life expectancy." The City has been making progress in adapting the built environment, particularly in south Winnipeg, to include protected bike lanes and/or separated paths, but unfortunately we continue to lack a connected network at a city-wide level and at a neighbourhood level for connections leading to daily destinations (such as grocery stores, libraries). The paths are great for leisure and in that way have a positive effect on health but we get a win-win-win if they can also be used for getting to school, work or for daily needs. As we've recently witnessed with COVID-19, resilience as a city requires a connected and safe network of walking and cycling routes for both health and mobility. |

**Optional question** (80 response(s), 25 skipped)
**Question type:** Essay Question

**Q15** **Do you agree that the proposed OurWinnipeg policy in draft provides the appropriate direction for actions by the City to achieve Good Health and Well-Being in the future?**




**Question options**

Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree | Other (please specify)

*Optional question (103 response(s), 2 skipped)*
*Question type: Radio Button Question*

## Q16 What actions should the City prioritize to make further progress towards Good Health and Well-Being, starting now and why do you consider this to be important?

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 06:36 PM | We need much more high quality support for those with addictions and mental health issues. This may help our homelessness issue. |
| Screen Name Redacted<br>7/13/2020 07:21 PM | More transit would increase access to goods and jobs. More bike lanes would also be welcome |
| Screen Name Redacted<br>7/13/2020 10:34 PM | Drug crisis needs to be dealt with |
| Screen Name Redacted<br>7/13/2020 11:16 PM | - |
| Screen Name Redacted<br>7/14/2020 09:47 AM | Create accessible 24/7 public washrooms; support expansion of 24/7 safe spaces to provide shelter, basic needs and hygiene for people experiencing homelessness in our city to help protect their health and safety |
| Screen Name Redacted<br>7/15/2020 11:40 AM | The plan encourages the importance of community and green spaces, which is great, but it is still too vague in terms of building on our active transportation infrastructure. |
| Screen Name Redacted<br>7/16/2020 03:40 PM | Guaranteed basic income. Promote green public transport. |
| Screen Name Redacted<br>7/16/2020 09:29 PM | Defunding the police and investing instead in rehabilitation and fostering strong communities should be the priorities. Making sure people are given the proper tools and support for flourishing means there will be less crime and more active involvement in making our city a better place to live. It feeds into itself. |
| Screen Name Redacted<br>7/17/2020 12:02 PM | Love Policies 4.1, 4.2, and 4.3. Policies 4.5 and 4.6 should have STRONG collaboration with community organizations, and significantly decreasing police roles in the inner city (city should be increasing supports for organizations like the Bear Clan to increase safety and community trust/engagement) |
| Screen Name Redacted<br>7/17/2020 01:39 PM | come up with practical solutions instead of vague bureaucratic meaningless empty phrases. encourage cycling and walking -- better infrastructure and fewer sidewalk closures that impede pedestrians (for example, SE corner of River and Nassau has been shut for months, forcing pedestrians into traffic.) |
| Screen Name Redacted<br>7/17/2020 02:19 PM | Offering subsidized exercise programs |

| | |
|---|---|
| Screen Name Redacted<br>7/17/2020 03:18 PM | Resist the UN new world order control plan |
| Screen Name Redacted<br>7/17/2020 05:36 PM | Mental well being is caught up & ignored without active steps to recognise the privilege used to not give back to the ailing communities whom need support through their greater instabilities than other more wealthy folks. Steps to take creating a more radically sustainable system would lie in building safe injection sites, putting funding towards the already established nonprofit community based organisations, & acknowledging that no step in aid is too radical to be in solidarity with folks whom are struggling. |
| Screen Name Redacted<br>7/17/2020 05:39 PM | defund the police. |
| Screen Name Redacted<br>7/18/2020 10:22 AM | Everything that the city spends resources on should be considered from the reference of "Does this improve happiness?" The city should take a page out of the book "Happy City". Science should play a more important role in this. What makes citizens truly happy? Increase local volunteerism, increase opportunities for social connection with neighbours, improve walk-ability of city etc. Increase funding for mental health, social engagement |
| Screen Name Redacted<br>7/18/2020 10:42 AM | Get out of the health business |
| Screen Name Redacted<br>7/19/2020 12:11 PM | Add something to address the lack of coordination. Multiple agencies are working to meet these needs. It's been pointed out previously that folks in need have difficulty navigating this patchwork. |
| Screen Name Redacted<br>7/20/2020 12:29 PM | As above |
| Screen Name Redacted<br>7/20/2020 02:29 PM | The first priorities should be housing for everyone, public transit, and active transportation. Housing provides the dignity necessary to contribute to society in a meaningful way. Public transit makes transportation affordable, produces less pollution, reduces our carbon footprint, and reduces inequality. Active transportation is an important factor in disease prevention, as well as decreasing pollution and carbon footprint. |
| Screen Name Redacted<br>7/22/2020 03:50 AM | “Enable access to basic needs for good physical and mental health.” “Supporting the provision of healthy and affordable local food choices” - unless the City is talking about zoning for or allowing community gardens (ex. Churchill Drive/Riverview Health Centre) strictly and nothing else, this is not a city responsibility and should be left to the private sector and the Federal government to address. With respect to “affordable housing” AND “working to ensure poverty reduction”, DO NOT DO THIS. Housing and poverty is a provincial responsibility. The City needs to stick to its core responsibilities and this is definitely not one of them. The City can’t meet the expectations of Winnipeggers now and taking on more and the added costs that go with it, is |

foolish and irresponsible. That said, yes, for sure play a part in lobbying the Province to do more to help those in need. “promoting literacy”, sounds good if it means supporting Libraries and not creating literacy programs (hosting them is fine, as long as the province pays or private organizations pay to run the actual program, as literacy is a provincial responsibility). That said, with the increased usage of ebooks, audiobooks, emagazines, enewspapers, etc, the City should start planning to consolidate the number of libraries. It’s better to have a dozen great libraries than twenty mediocre libraries. Unfortunately the City has just rebuilt a couple of libraries which are tiny and should have been closed and consolidated into larger facilities. This failure to close them is yet another example of the failure of our civic leadership and governance model. Because the City councillors responsible for those areas only think in terms of what is best for their own wards and the potential impact such decisions would have on their re-election versus thinking what is best for our library system overall city wide. Connected to the idea of promoting literacy via the Internet, the City would be wise to partner with the private sector (Bell, Shaw, Telus, Rogers, maybe all of them?) and establish free public wifi hotspots for anyone to use (not just their customers). See LinkNYC as the example. With a charging station capability like the LinkNYC hotspots offer this would be good for everyone, including tourists, and who don’t have cell phone plans and use wifi only phones, like many people on social assistance and youths. Ideally this could be negotiated as a public good agreement between the City and all of the major communications players, or it could be done as a condition being allowed to put news infrastructure in new developments or on an individual corporate levels, maybe even in exchange for winning the City’s own communications contracts. “Support positive health outcomes through the built and natural environment.” “conserving heritage values” - I support infill housing so sometimes this comes into conflict with this or what I perceive to be this. But outside of that, I think the City has done a decent job of protecting heritage buildings and it is something it should continue to do with. The one caveat to that is, we are a poor city and we can’t save them all, so if we have to lose a few to properly save the top notch ones, so be it. “prioritizing natural and built environments that support daily physical activity” - Our current active transportation routes are pathetic compared to countless other cities. They have been done piecemeal and do not safely connect the east, west, north, and south parts of the city and it’s neighbourhoods. By routes, I mean having the ability to stay off the road on a protected bike path. We need more bike/pedestrian bridges over major streets and bike/pedestrian underpasses under major roads (see South Osborne underpass at Wavell and Fermor underpass at Des Meurons). We also need bike/pedestrian pathways than run the length of our rivers. Like for instance extending the Seine River pathway all the way from its current stopping point at Bishop Grandin all the way up to Marion and taking the Churchill Drive pathway that eventually ends by the forks and starts at Cockburn St and connecting it to Crescent Drive Park and on to U of M. If that means the City expropriating land, so be it. The same should be done north from the The Forks all the way to Chief Pegius and along the

| | |
|---|---|
| | Assiniboine from The Forks to Assiniboine Park. And while we are at it the Forks walk-way needs to be raised so it doesn't flood. For examples of cities with fabulous river/water bike pathways to look to: Ottawa, Calgary, Toronto, Vancouver, Minneapolis, and New York. Winnipeg could be such a great city if it just invested seriously in creating a true network of continuous trails. And by that I mean building it over 5 years not 50. "providing local and accessible recreation opportunities" - The City does an adequate job of funding community centres, pools, and arenas. But for new developments like Bridgewater/Waverley West) the city should put the onus the residents of those communities to fund their own community centre and run it cooperatively like Southdale and several others for example. Give the money to the Community Centres in the neighbourhoods where the parents and kids need it more. People building half a million dollar homes and up, do not need city funding for their community centres. "Proactively identify and address threats to community safety and well-being." "maintaining inclusive and mixed-income neighbourhoods, all help to provide a safe and welcoming sense of place for all" I support this, but it really does seem to be an area that the city has much control over. "public safety" – We need to continue supporting the WPS and WFPS, as the officers, firefighters, and paramedics are crucial players in protecting us as citizens. |
| Screen Name Redacted<br>7/22/2020 09:06 AM | Invest police budget into mental health response. Have more programs for inner city children to curb theft, make mandatory id for scrap metal. Need to invest in programs to prevent thefts, gangs, violence. |
| Screen Name Redacted<br>7/22/2020 01:48 PM | Health should be social equity focused |
| Screen Name Redacted<br>7/22/2020 02:32 PM | More street trees should be planted. I'm also in favour of less police conducting 'foot patrols' |
| Screen Name Redacted<br>7/22/2020 02:38 PM | Strong investment in denser neighbourhoods that allow people to walk to amenities (groceries, schools, libraries, playgrounds) within their community rather than the new neighbourhoods we have now where people have to drive to get around. |
| Screen Name Redacted<br>7/22/2020 02:47 PM | Focus on re-opening emergency rooms, increase hospital beds and decrease wait times. Mobilize boots-on-the-ground efforts to better serve our homeless population. |
| Screen Name Redacted<br>7/22/2020 02:49 PM | Build a safe place for drug users to get there "habit". |
| Screen Name Redacted<br>7/22/2020 04:19 PM | Walkable communities. The data shows those who live in walkable communities are more likely to reach their minimum activity requirements and have lower risk of diabetes, heart disease etc. We need to engineer activity back into our lives. |
| Screen Name Redacted | Prioritize care of the those wth the lowest income and quality of life first. |

| | |
|---|---|
| 7/22/2020 04:54 PM | Listen to people in those communities and those working with them. |
| Screen Name Redacted<br>7/22/2020 06:44 PM | I strongly believe that our City should prioritize the following in order to make further progress toward Good Health and Well-Being: * Affordable and Supportive Housing Options - We're not only outgrowing affordable and supportive housing options, we're outgrowing the space/land on which to build said options. Therefore, such buildings as apartments, tiered townhouses, and multiplex buildings will become more of a necessity: build vertical vs build horizontal. This should include offering incentives and funding for shelters and Second Stage Housing (transitional) facilities, because, not only are the SSH providing safe housing, they are providing programming that facilitate psychosocial counselling that improve mental and physical healing, restore confidence and resilience and provide practical supports and community inclusiveness, so that these individuals go on to sustain their own families and positively integrate back into their/our communities. It becomes a win-win-win situation for everyone: the women/their children, the SSH organization, and the City of Winnipeg. I may have forgotten to say this on the Economic Prosperity questions/comments, but the stat is that Canada loses $7.4 billion every year due to domestic violence. We need to be contributing to the health and well-being of our vulnerable women and children who have been impacted by intimate partner violence and/or family violence. It is at epidemic proportions in this city. |
| Screen Name Redacted<br>7/23/2020 10:04 AM | Stronger support and more funding for taking care of our homeless |
| Screen Name Redacted<br>7/24/2020 12:28 PM | Healthy people -do-. Unwell, tired, drained and mentally exhausted people - do not-. |
| Screen Name Redacted<br>7/26/2020 03:52 AM | improved counceling required, more youth programs required, lobby provincial government for tougher penalties for drug dealers, more resources to fight drug crime, reduce liquor store robberies |
| Screen Name Redacted<br>7/26/2020 11:58 AM | Maintain or rebuild all existing recreational facilities and fire halls. |
| Screen Name Redacted<br>7/28/2020 04:45 PM | Start buying up vacant apartment blocks/single-family dwellings and renting them to community members through a housing-first, co-op-type model. It could even be supportive housing! If Riverwood church can do it, the city’s excellent public service can do it! |
| Screen Name Redacted<br>7/28/2020 10:51 PM | I think the city should prioritize the improvement & expansion our network of active transportation infrastructure so that it feels safe to ride a bike down the street even when there's traffic, and so that cyclists don't have to deal with situations where a bike path will just end, instead of being connected to another bike path. |
| Screen Name Redacted | The inner city of Winnipeg has had its parks built over eg next to Health |

| | |
|---|---|
| 7/29/2020 02:19 AM | Sciences Centre. Strong need for recreation centres with parks in many parts of city. Youth need to be active outside in safe parks with basketball or other sports available. Old people need benches under trees and near streetlights for safety. More walking paths are needed, not necessary to pave, but also paved sidewalks for winter use are needed. |
| Screen Name Redacted<br>7/29/2020 10:14 PM | Make the bus commute faster than a car commute; don't build infrastructure to keep the buses out of the way of the cars, do what the Dutch do; stop the cars so that the transit vehicles go first, so drivers can see the transit users getting ahead of them. Do the same with bikes; give them priority, clean the snow off their lanes first, so riders don't have to switch back to cars at the first snow... |
| Screen Name Redacted<br>7/30/2020 11:07 AM | homelessness - end it. |
| Screen Name Redacted<br>7/30/2020 11:20 AM | Increased safety and convenience of active transportation routes. Increased recreational opportunities (Leisure guide, community centres, parks and public spaces) |
| Screen Name Redacted<br>7/31/2020 04:25 AM | The model based on a poor socio economic understanding of what can happen instead of what must happen will never work. A city can only do so much and as stated before in a previous reply, the city, all cities are at the mercy of the province and federal government. A good place to start .. electricity. Give free electricity to people. Quit selling this to the US. Allow businesses to have free electricity in the city. This will encourage businesses to open shop in the city and give the city more smaller businesses while easing the burden on them to stay open. You might also see a increase in wages because of this and prosperity in smaller neighborhoods with more stores opening up there. |
| Screen Name Redacted<br>7/31/2020 03:04 PM | What is the impact on public health from so many people sitting in cars - biking, transit, walking = healthier populace - those activities only happen when we build a city that makes those the norm, not the exception Make driving more difficult/slower: - no right turns on red - remove all exit lane curb cuts (southbound Osborne turning to River, eastbound Academy turning south to Wellington, etc). - increase pedestrian safety - slow down residential streets with bumpouts |
| Screen Name Redacted<br>7/31/2020 06:25 PM | Continuing improvement of cycling infrastructure will lead to healthier Winnipegers. Continuing to expand upon the outdoor fitness equipment that has been installed in some parks is also a quick and cost-effective way of improving well-being. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | Health is a provincial issue-stop trying to be the Premier |
| Screen Name Redacted<br>8/03/2020 10:32 AM | Mirror other big cities that have more established plans. Minneapolis, other European cities |

| | |
|---|---|
| Screen Name Redacted<br>8/03/2020 10:54 AM | Provide sufficient low cost housing and drug addiction treatments |
| Screen Name Redacted<br>8/03/2020 12:03 PM | Getting people out of their cars and living closer to the core of the city to encourage walking. Driving is bad for our health and walking is good. |
| Screen Name Redacted<br>8/03/2020 07:08 PM | Less money for police, more money for mental health and community support |
| Screen Name Redacted<br>8/03/2020 08:16 PM | Safe injection sites, public toilets, crime prevention not post crime follow ups and arrests, retain or increase our current green space in all neighborhoods; improve active transport safety for bikers and walkers- (this does NOt include reducing to 30) build proper active transport lanes., require property owners to clear the sidewalk within 36 hours of a snowfall ..just as they are required to mow boulevards. |
| Screen Name Redacted<br>8/04/2020 11:43 AM | Affordable and Supportive Housing Options, and public access to handwashing/toilet facilities are urgent priorities that need to be addressed immediately in order to realize positive changes in the areas of Community Safety, Health Equity/Proactive Health Intervention, Equitable Service Access and Inclusive Public Places |
| Screen Name Redacted<br>8/04/2020 12:48 PM | Act on 4.4 and 4.5 - affordable housing, healthy food. |
| Screen Name Redacted<br>8/04/2020 01:30 PM | We need to encourage walking and biking. Kids who can't afford bikes should be given free bikes, locks and helmets. There should be a tax credit for people to buy e-bikes. Many people have a commute that is just long enough that they don't feel they could bike it everyday. However, an e-bike would make it possible. The Open Streets (restricted cars on selected streets and avenues) should be made permanent and 24/7. Everyone has learned how to navigate the neighbourhoods from 8-8 pm. But people still walk and bike in the evening and early morning. In addition, there will be limited school bussing during this school year due to COVID-19. Therefore, kids walking and biking to school has become a matter of health and access to education; it is no longer "simply" an environmental issue. We need to act on this now before the school year starts. |
| Screen Name Redacted<br>8/05/2020 02:40 PM | The future in terms of climate change is unpredictable but with extreme swings either way the city needs to put more emphasis on green space better recycling and healthy environmental policies in construction affordable living. |
| Screen Name Redacted<br>8/05/2020 03:42 PM | see above comment. |
| Screen Name Redacted<br>8/05/2020 04:51 PM | Impose a $1 off peak fare for Transit. Ridership would increase in off peak times, less cars on road, poor folks get where they need to go without having to forego their food spending for the day. |

| | |
|---|---|
| Screen Name Redacted<br>8/06/2020 12:31 AM | Start with free programs for mental health and PTSD. There is so many out there that need help expecially the veterans! |
| Screen Name Redacted<br>8/06/2020 09:35 AM | Keep pools and libraries open. If it's not economically feasible to repair a library building, then open satellite locations in vacant storefronts in shopping malls. That would increase traffic in malls. They do this in Australia. |
| Screen Name Redacted<br>8/06/2020 11:45 AM | I think 4.6 is really key. We need to examine and address crime and violence as an outcome of public policies and colonization and that we can't police our way out of it. |
| Screen Name Redacted<br>8/07/2020 10:00 AM | We appear to still following policies created in 90's throughout North America as regards this. I believe that there is debate as regards their effectiveness. |
| Screen Name Redacted<br>8/07/2020 11:42 AM | inclusionary zoning! |
| Screen Name Redacted<br>8/07/2020 01:00 PM | Lower speed limits on residential streets. Close more streets to create active transport areas or temporary parks for young people to play. Especially in dense areas downtown and in the inner city, children need space to play safely. Offer free programming to support physical and mental health to people where payment is a barrier. |
| Screen Name Redacted<br>8/07/2020 01:40 PM | Clean up major departments like Public Works and Planning. Stop allowing workers to lie in response to 311 requests (eg. Garbage trucks started working at 6 am in contravention of the Neighbourhood Liveability Bylaw - PW workers said "No we didn't" but refused to provide evidence. Reduce the stress of dealing with the City. It is unwarranted and counter-productive. If no one at the City is going to actually insist that the Administration inform Council, obey all by-laws, and work to build trust, what's the point of this bylaw in the first place? |
| Screen Name Redacted<br>8/07/2020 02:41 PM | Stop infill development until there is a plan in place for the communities; Stop promoting the 1 million tree challenge, when we have the size of 4 football fields that has been clear cut in Glenwood, Ensure more substantial trees are planted so we have privacy, additional noise buffer from the trees, Stop demolishing good solid houses for lot-splits; Stop violating the province's Environment Act Licence No 3042 section #8. We don't need additional sewage in the Red River; Stop relying on residents to monitor infractions (the ones we see, could you imagine the infractions that we do not see?), we need more inspections on the new builds; Some developer's motto is NO FINES... NO RULES... we can do what we want and we can build whatever we want, which causes many of us EMOTIONAL DISTRESS!! |
| Screen Name Redacted<br>8/07/2020 03:22 PM | I think it's important to consult with people - and that's why I appreciate the opportunity to complete this survey. Thank you for this! Please do more of the same by having *meaningful* exchanges with interest groups who represent those in our city who tend to be overlooked. Those who can speak to the needs of people with disabilities, the poor and homeless, the children |

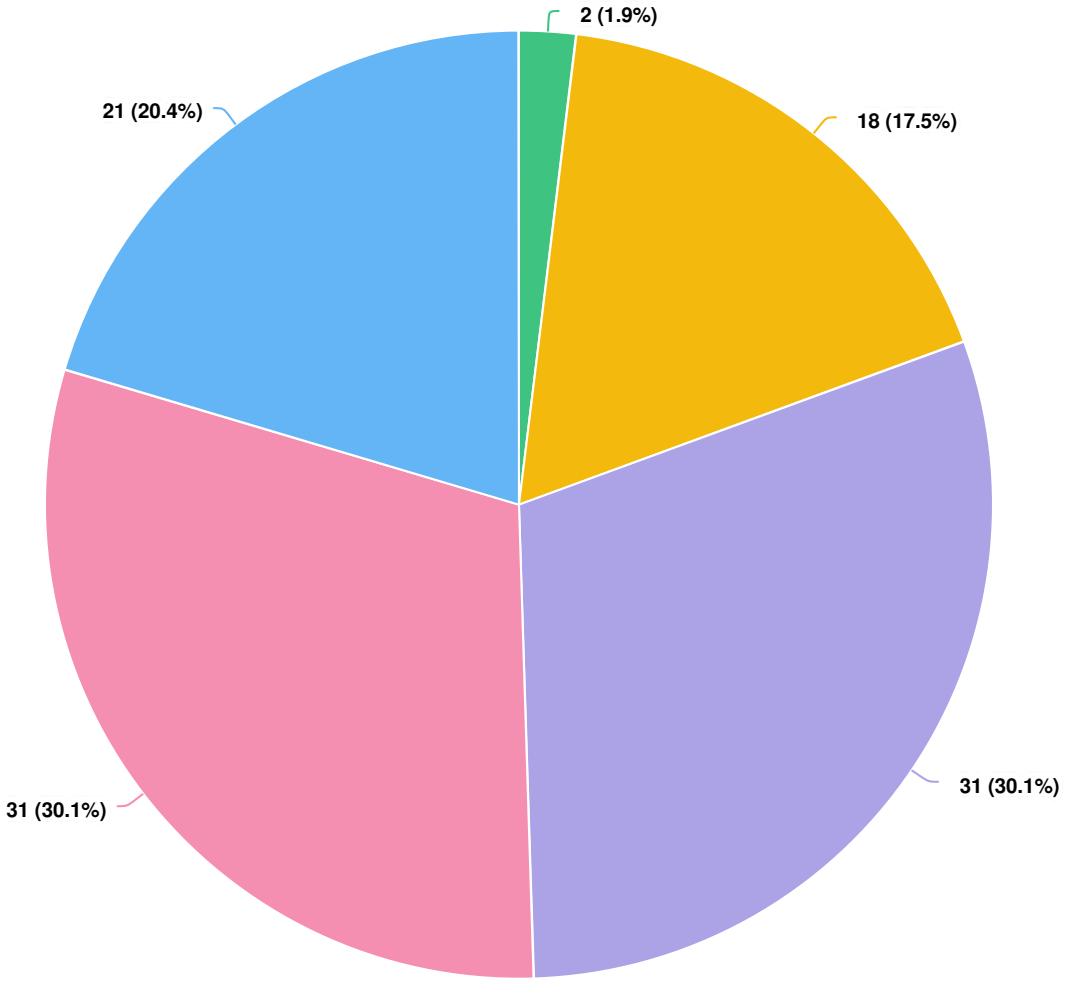
| | |
|---|---|
| | in disadvantaged neighbourhoods. (DON'T SHUT DOWN REC CENTERS IN CENTRAL NEIGHBOURHOODS WHERE THE CHILDREN AND FAMILIES ARE MOST IN NEED OF THEM!!!) |
| Screen Name Redacted<br>8/08/2020 08:51 AM | These questions are basically repeating themselves. I explain a response to my first answer, and it's the same response to the second question in that area. |
| Screen Name Redacted<br>8/09/2020 01:43 PM | Again, more respect and consideration for every single citizen. My neighbour doesn't get to build a monster house without my knowledge - I should have been told that I was losing 100% of my view down the lane and my sunshine. You don't prioritize suburban neighbours over the older City neighbourhoods. Make bike routes connect so I can safely ride to work. Fix scheduling of transit buses, so they meet riders' needs. |
| Screen Name Redacted<br>8/09/2020 03:25 PM | Major policy and action(s) to address drug abuse. Policy and actions in support of Vision Zero. |
| Screen Name Redacted<br>8/09/2020 03:46 PM | The goals say a lot of the "right things", but again, actual implementation will be key. City needs to move to a "Strong Towns" model of public investment: ie. 1) humbly observe where a neighbourhood is struggling 2) identify and implement the next smallest step to address it 3) repeat the process, every day. |
| Screen Name Redacted<br>8/09/2020 08:28 PM | Improve cycling infrastructure |
| Screen Name Redacted<br>8/09/2020 09:04 PM | See my comments for the previous section. |
| Screen Name Redacted<br>8/09/2020 11:36 PM | Clean up the parks and paths. I pick up garage when I walk. I am happy to help. |
| Screen Name Redacted<br>8/10/2020 08:50 AM | Defund the police. Organize with Indigenous communities, green organizations, and disability advocates. Have a quota to elect more politicians that are women. E.g., alternate male and female mayors. |
| Screen Name Redacted<br>8/10/2020 08:56 AM | Prioritize parks, natural spaces, urban trees and recreational opportunities |
| Screen Name Redacted<br>8/10/2020 11:27 AM | I don't see local, walkable/bikeable access to parks and recreation in the actions. I am very concerned about a trend to mega-centres for recreation that reduce the community feel of a recreation/community centre while also making it much harder to get to. |
| Screen Name Redacted<br>8/10/2020 12:01 PM | see my previous comments. but mental health support should be more widely available online and in person to everyone in our community as needed, and not left to the police and fire department to face on the front lines and manage. |

| | |
|---|---|
| Screen Name Redacted<br>8/10/2020 02:14 PM | Design, develop, and maintain healthy and inclusive built and natural environments that facilitate access to basic needs, encourage active lifestyles, and strengthen social- and nature-based connections. |
| Screen Name Redacted<br>8/10/2020 02:28 PM | Coordinate actions with province and feds - work together better. |
| Screen Name Redacted<br>8/10/2020 04:34 PM | properly fund and complete transit and AT plans. Maintain and replace the tree canopy. Do a true ROI on all projects. Prioritize snow clearing from sidewalks, AT paths and bus routes over all other lanes/roads (see Stockholm's work on this). Consider sex disaggregated impacts of any actions (i.e. prioritizing car lane snow removal benefits men and is worse for women who trip chain, travel with kids more often, etc.) |
| Screen Name Redacted<br>8/10/2020 05:02 PM | I would like to see a stronger commitment to investing more in community centres (as opposed to only regional leisure facilities) as hubs for well-being. I would also like to see a stronger language around "positive health outcomes through the built and natural environment". Green space is very important to me. A green space strategy that included community gardens and urban farms for community health and well being would be something to consider here. |
| Screen Name Redacted<br>8/10/2020 10:31 PM | All the goals and objectives seem equally important. That said, affordable housing and food is so important and should be a top priority. |
| Screen Name Redacted<br>8/10/2020 11:05 PM | The connection between health, transportation and access to employment is glaringly obvious right now in the midst of the pandemic. Those with higher incomes and education are able to work from home while the essential workers, many of whom work at the lowest paying jobs, still need to travel to their workplace. Many of these essential workers use transit, showing how reliant our community is on public transit is continue functioning. And while the opening of portions of 10 streets for Winnipeg residents to walk or bike while remaining physically distanced (till September 7th) was welcomed, these routes do not necessarily provide essential workers safer opportunities to bike. Nor do they provide residents of inner city neighbourhoods access to safer walking and cycling routes for recreation/health, to green spaces or for getting to work. The past five months have clearly demonstrated the need for a connected, safe and convenient AT network in Winnipeg. The importance of speed limits and road design also came to the forefront, with drivers taking advantage of quieter roads to speed at dangerous rates, and the recognition of the role that reduced speed limits (with corresponding road design changes) plays in making streets safer for residents of all ages on foot or on a bike. For these reasons, Community Safety (4.7), Transportation Safety (4.10), Equitable Service Access (4.11), and Inclusive Public Places (4.12) are critical areas to focus on immediately. Of course, there is no question that affordable housing (4.4) and food security (4.5) are critical issues of focus as well. |

**Optional question** (80 response(s), 25 skipped)

**Question type:** Essay Question

**Q17** **From your perspective, how well is the City currently doing with respect to the proposed goal, objective, and policy framework for Social Equity?**




**Question options**

Very well  Well  Neutral  Poorly  Very poorly

*Optional question (103 response(s), 2 skipped)*
*Question type: Radio Button Question*

## Q18 Why did you choose this rating?

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 07:21 PM | I see lots of effort here |
| Screen Name Redacted<br>7/13/2020 10:34 PM | We need more affordable licensed daycares so that women (and specially single mother) can go to work without fearing for the safety of their children |
| Screen Name Redacted<br>7/13/2020 11:16 PM | it's adequate. |
| Screen Name Redacted<br>7/15/2020 11:40 AM | The city is not handling the homeless and addictions crisis well enough. These situations need to be taken out of the hands of the police services, and given to specialists and support workers who can help people out of unsafe situations. The construction of a safe injection site in the city is desperately needed, and while this has been acknowledged, not enough is being done to get it built. |
| Screen Name Redacted<br>7/15/2020 12:46 PM | Where is this being portrayed? In the white male diversity of our local government? |
| Screen Name Redacted<br>7/16/2020 02:26 PM | We have treated our indigenous communities horrifically. Invest in housing, addictions support, etc. And please, if funding is an issue. Just raise the taxes. I would happily pay an extra $2000 a year in property tax if it would eliminate poverty for good. We can't be afraid of taxes. |
| Screen Name Redacted<br>7/16/2020 03:40 PM | The middle class and above are favoured in policies. |
| Screen Name Redacted<br>7/16/2020 09:29 PM | Many people are currently left behind, particularly homeless people and Indigenous people. Racism is rampant. Reconciliation efforts are far too often just lip service. It's not enough to simply acknowledge that we are on Indigenous land. We need to give the land back. Indigenous people should have actual authority so there can be meaningful collaboration. I feel as though there is currently very little social cohesion in Winnipeg. |
| Screen Name Redacted<br>7/17/2020 12:02 PM | Some work has been done, but so much more left to do. There is so much pain and trauma in our lower income communities, and there are so many limitations in the supports available (supports are difficult to access, people need supports to navigate complex systems, not enough people available and they're not able to connect efficiently) |
| Screen Name Redacted<br>7/17/2020 01:39 PM | Much of the city's population is being left behind. Wordy platitudes are not going to solve real problems. |
| Screen Name Redacted | Quit dwelling on the past, make it a better place. To many rights here and |

| | |
|---|---|
| 7/17/2020 02:19 PM | there.. Rather cry baby generation coming up |
| Screen Name Redacted<br>7/17/2020 03:18 PM | Adequate equitable assistance to everyone needed. End special policies to special interest and racial groups that cause inequality |
| Screen Name Redacted<br>7/17/2020 05:36 PM | Similar to the previous topic, lip service is not enough to be in active solidarity to folks across the spectrum of our city's population. It is hard not see tax breaks, & resources being poured hand over fist into the new build outskirts of our city, as the dollars & resources are being siphoned from our inner city. |
| Screen Name Redacted<br>7/17/2020 05:39 PM | because they're doing very poorly. |
| Screen Name Redacted<br>7/18/2020 10:42 AM | Equity is a quota system; it is actually institutionalized racism |
| Screen Name Redacted<br>7/18/2020 11:03 PM | Although the city is trying to represent and take care of ppl with disabilities, I believe that more can be done for them. Perhaps a community membered board could direct more ideas to the city. |
| Screen Name Redacted<br>7/19/2020 12:11 PM | In reality, the reconciliation with indigenous peoples we pat ourselves on the back over is nothing more than another broken promise. |
| Screen Name Redacted<br>7/20/2020 12:29 PM | Not sure this is a City issue. It is up to each resident to be inclusive. |
| Screen Name Redacted<br>7/20/2020 02:29 PM | Many people are left behind in our society. Human rights to a clean environment, drinking water, nutritious food, safe and secure shelter, adequate clothing, livable income, and meaningful work are not a reality for a large number of people. Racism is a reality, and a significant number of people are not able to access services delivered with respect. |
| Screen Name Redacted<br>7/22/2020 01:48 PM | No reason |
| Screen Name Redacted<br>7/22/2020 02:38 PM | If our politicians don't even have the courage to open Portage & Main to pedestrians, creating an accessible environment for all Winnipegers, how can anyone say they are doing a good job in other areas of equity. We continue to build for cars and pedestrians, persons with disabilities, and children are an afterthought. Something as simple as accomodating pedestrians during road closures is often ignored. We have so far to go just to hit the floor of equity. |
| Screen Name Redacted<br>7/22/2020 02:47 PM | This policy covers a broad range of topics related to human rights. It does not specifically address the dismantling actions necessary to eliminate systemic and systematic racism and the keeping down of marginalized groups. |

| | |
|---|---|
| Screen Name Redacted<br>7/22/2020 02:49 PM | There is no social equity b/c we are not fully aware of the cost factor due to welfare etc. |
| Screen Name Redacted<br>7/22/2020 04:19 PM | We have barriers to housing in our bylaws that must go. You cannot access most of this city unless you own a personal vehicle. We are, however, a kind city overall. If we had more opportunities to mix and mingle, good things will happen. |
| Screen Name Redacted<br>7/22/2020 04:54 PM | The BLM has shone a light on ongoing racial tensions in the city. Years after the Maclean's article of us being the most racist city in Canada, what concrete progress can we show? |
| Screen Name Redacted<br>7/22/2020 06:44 PM | I work with immigrant women who have been impacted by domestic violence (be that their spouse/fiance/boyfriend or in-laws) and I witness a lack of social equity often among this demographic in this city. Prior to my present full-time work, I worked with the Canadian Red Cross with Indigenous adults who had come to the city in various years, starting in 2011 with the flooding of their homes (Lake St. Martin, Little Saskatchewan, etc.) and with fire evacuees from up north on reserves, and honestly, I have witnessed devastation of mind, body, and soul in these wonderful people...the systems have broken them even further, so much so, that many of them don't give a damn anymore - about anything, including themselves, which is so tragic and I believe, preventable. |
| Screen Name Redacted<br>7/23/2020 10:04 AM | As a white person, I come from a position of privilege so it is difficult for me to see the whole picture. But to me, we can be doing a better job of taking care of Indigenous populations and eliminating racism and police brutality. |
| Screen Name Redacted<br>7/24/2020 12:28 PM | The police continue to take Canadian lives with no oversight, and buck at even the smallest amount of accountability and the city either actively or passively through inaction, enables this unchecked and racially driven brutality. |
| Screen Name Redacted<br>7/26/2020 03:52 AM | allows vocal minority too much say without merit City allowed an illegal tent community to get established but kicked them out only after a MMF complaint without a resolution Have not seen evidence to reduce social issues of those who are vulnerable (indigenous) |
| Screen Name Redacted<br>7/26/2020 11:58 AM | I think there is an attempt and there has been some progress but there needs to be more done. |
| Screen Name Redacted<br>7/28/2020 04:45 PM | I mean, you built a suburb the size of Brandon but didn't give them a fire hall, and then tried to hide the costs for a new rec complex outside the usual budget process while threatening to close libraries and pools in other, poorer parts of the city - that's pretty sketchy ;) |
| Screen Name Redacted<br>7/28/2020 10:51 PM | I chose this rating because, while some very small steps have been made, there are still many problems in this area. |
| Screen Name Redacted | This City is really trying hard to make amenities available for all citizens and |

| | |
|---|---|
| 7/29/2020 02:19 AM | to keep taxes low. However we lack in services to help people with poor mental health and addictions . |
| Screen Name Redacted<br>7/29/2020 10:14 PM | It's not pretty the way disadvantaged people are treated by Winnipeggers in general; we need to do a lot more to provide them with opportunities to thrive. |
| Screen Name Redacted<br>7/30/2020 11:07 AM | end homelessness |
| Screen Name Redacted<br>7/31/2020 02:08 AM | It is not addressed |
| Screen Name Redacted<br>7/31/2020 04:25 AM | Rich neighborhoods and poor neighborhoods. |
| Screen Name Redacted<br>7/31/2020 03:04 PM | I don't have enough education in this area to know what is actually effective. |
| Screen Name Redacted<br>7/31/2020 06:25 PM | By and large, the city seems to treat people equitably. Homelessness remains a big problem, though. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | No such thing as social equity. Let's celebrate differences and set aside spots in communities like little Italy, China town etc and make communities a social hub and destination. It would be like folklorama 247 |
| Screen Name Redacted<br>8/03/2020 10:32 AM | There's always room for improvement. |
| Screen Name Redacted<br>8/03/2020 12:03 PM | This is a tough one. But the city continues to reflect the interests of the suburbs. That is evidenced in the cores built form. Wide roads and set backs. Build an inner city for people that live there. Stop only reflecting the needs and interests of suburban residents. Closing inner city amenities while building new ones in the suburbs is disgusting. |
| Screen Name Redacted<br>8/03/2020 08:16 PM | As a privileged white settler I don’t feel I can speak adequately .. I see the systemic racism that occurs in our city Between winnipeggers as well as on a large scale. |
| Screen Name Redacted<br>8/04/2020 12:48 PM | Open Portage and Main. That concourse is a physical accessibility nightmare. I think the services and programs the City is trying to implement in terms of reconciliation and newcomers are great and if they could be increased or more fully funded/staffed, that would be wonderful. |
| Screen Name Redacted<br>8/05/2020 02:40 PM | Why so much crime, people living on streets, neighborhood crime? |
| Screen Name Redacted<br>8/05/2020 03:42 PM | See a lot of people being left behind. not sure it is entirely a city issue but it is happening |

| | |
|---|---|
| Screen Name Redacted<br>8/06/2020 12:31 AM | Folkarama is a good start |
| Screen Name Redacted<br>8/06/2020 11:45 AM | We have huge gaps in social equity in our city as seen in the number of people who experience homelessness, unaffordable housing, and a lack of meaningful community engagement to actually influence policy decisions. |
| Screen Name Redacted<br>8/07/2020 10:00 AM | Are we seeking equality of opportunity or equality of outcome? If its the former, then we focusing immense funds into ensuring that people can raise themselves up. If its the latter, then we will fail. The city hasn't engaged in the basic philosophical discussions to allow the full range of taxpayer opinions to be taken into account. This appears to be something driven by very left leaning city officials to drive their personal agenda. |
| Screen Name Redacted<br>8/07/2020 11:42 AM | disproportionate # of Black and Indigenous people being arrested and policed. |
| Screen Name Redacted<br>8/07/2020 01:00 PM | Often see the messaging promoting social equity and inclusion but not much in terms of action. |
| Screen Name Redacted<br>8/07/2020 01:40 PM | There is very little practical planning evident in these statements. How are you going to do this? Hint: create an Office of Neighbourhood Planning so residents' evidence and solutions is a key part of any initiative. |
| Screen Name Redacted<br>8/07/2020 02:41 PM | There is no social equity if residents are not heard and the city allows any developer do what they want in our communities. There can be no social equity if current practices are morally unethical. |
| Screen Name Redacted<br>8/07/2020 03:22 PM | STOP CLOSING REC CENTRES AND POOLS IN CENTRAL NEIGHBOURHOODS WHERE THEY ARE SO BADLY NEEDED. If that's not an example of INTENTIONAL INEQUITY, what *is*?? Taking from the poorer areas so you can build a flashy new structure in the suburbs which are absolutely UNREACHABLE by the families in the disadvantaged neighbourhoods shows some serious hypocrisy when it comes to this stated objective. Hogwash. |
| Screen Name Redacted<br>8/08/2020 08:51 AM | Well we do have some facilities for the vulnerable population, we still have children living alone in hotels, and being placed with abusive foster families. We worry more about attracting tourism, and making buildings look pretty, then we do about our most vulnerable population. I don't see it changing. |
| Screen Name Redacted<br>8/08/2020 02:15 PM | The city is not an institution marginalized people trust, nor does it treat everyone fairly. Investments are targeted towards the suburbs, not the poorer core. |
| Screen Name Redacted<br>8/09/2020 01:43 PM | I don't see any community development solutions - the City just does what it wants with zero respect for its citizens or the effect on them - infill housing, road construction projects and people's home foundations. Where does the City uphold human rights? My right to enjoy my home as I want to was taken away by the City when you allowed my neighbour to build a monster house |

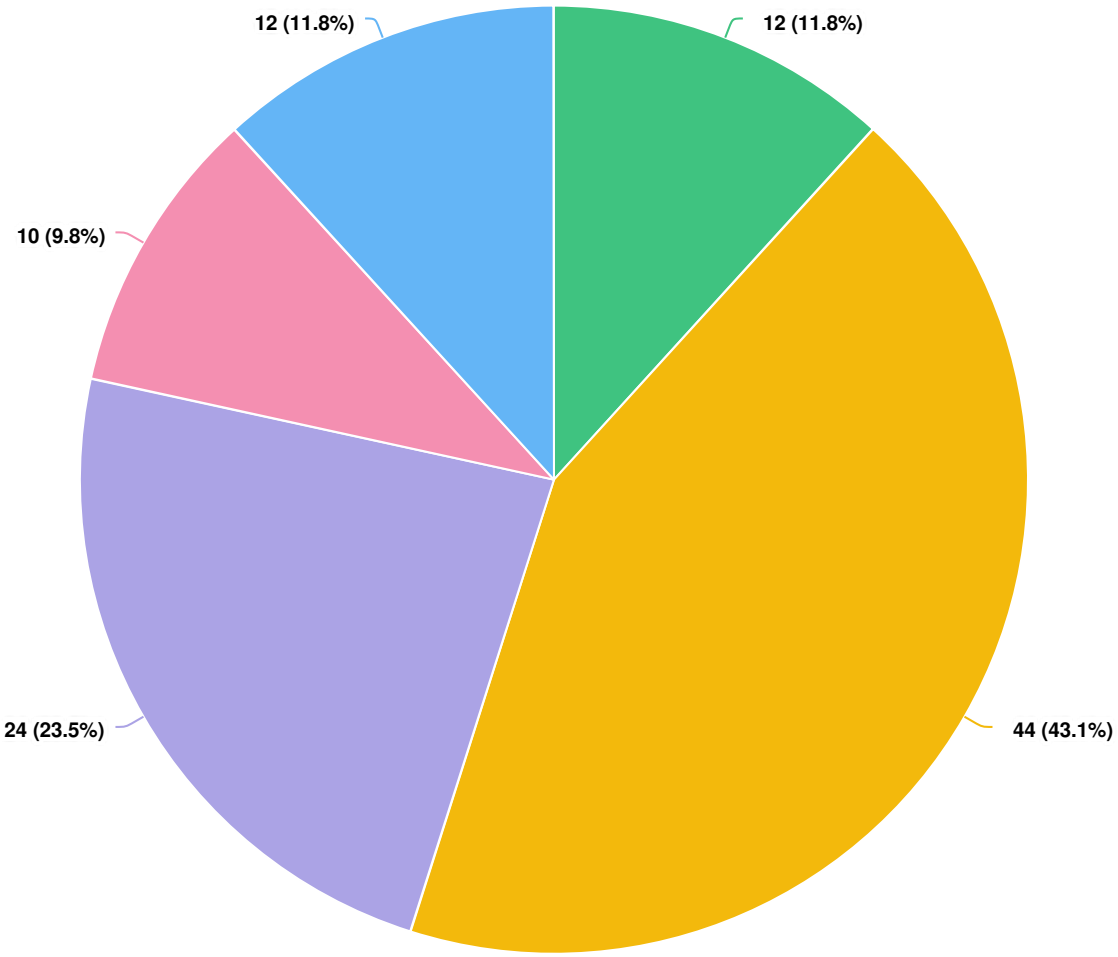
| | |
|---|---|
| | beside me. If the City cared about point 3, there should be more money for community centres in all neighbourhoods. |
| Screen Name Redacted<br>8/09/2020 03:25 PM | City has been taking steps and communicating its efforts re respecting human rights, addressing racism, reconciliation. |
| Screen Name Redacted<br>8/09/2020 03:46 PM | Current approach is window-dressing with no substance, especially with respect to reconciliation: all words, no concrete actions. |
| Screen Name Redacted<br>8/09/2020 08:28 PM | Meth crisis. |
| Screen Name Redacted<br>8/09/2020 11:36 PM | Aborginal people are hurt by police officers almost every day. More training and supervision of police officers is needed. Overdo!!! |
| Screen Name Redacted<br>8/10/2020 08:50 AM | Read the Make Poverty History report on Winnipeg. |
| Screen Name Redacted<br>8/10/2020 11:27 AM | A walk through the city makes it abundantly clear that we are no where near achieving social equity. I mark you poor vs very poor because I recognize that the city is the smallest of the three levels of government who have responsibility to change this. |
| Screen Name Redacted<br>8/10/2020 12:56 PM | There is a great deal more that could and needs to be done to encourage social equity in Winnipeg. |
| Screen Name Redacted<br>8/10/2020 02:14 PM | homelessness is too common. |
| Screen Name Redacted<br>8/10/2020 02:28 PM | Look at who sits in council. |
| Screen Name Redacted<br>8/10/2020 04:34 PM | I can't speak to this topic knowledgeably. |
| Screen Name Redacted<br>8/10/2020 05:02 PM | I think the city does a good job of incorporating and supporting various cultural opportunities and activities. Different ways of knowing seem to be taken into consideration. |
| Screen Name Redacted<br>8/10/2020 10:31 PM | I'm not too familiar with how the different aspects of this topic however, I do know that there is lots of work to be done for indigenous rights and homelessness. That is why I put "poorly". |
| Screen Name Redacted<br>8/10/2020 11:05 PM | For the same reason that MacLean's named Winnipeg as the most racist city in Canada ([redacted]). Winnipeg is also one of five federal ridings with the highest childhood poverty rate ([redacted] |

[redacted]).

**Optional question** (70 response(s), 35 skipped)

**Question type:** Essay Question

**Q19** **Do you agree that the proposed OurWinnipeg policy in draft provides the appropriate direction for actions by the City to achieve Social Equity in the future?**




**Question options**

Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree

*Optional question (102 response(s), 3 skipped)*
*Question type: Radio Button Question*

**Q20** **What actions should the City prioritize to make further progress towards Social Equity, starting now and why do you consider this to be important?**

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 10:34 PM | More licensed (subsidized) daycares so that women have the opportunity to go back to work |
| Screen Name Redacted<br>7/13/2020 11:16 PM | Again daycare! / |
| Screen Name Redacted<br>7/14/2020 09:47 AM | Defund police to invest in housing like Edmonton just did. |
| Screen Name Redacted<br>7/15/2020 11:40 AM | The plan is also vague in this area. It needs to lay out a clearer path forward for how investments into these communities should be made, and explore the option of moving the funding for addictions and mental health crises response from police into services that will help people recover, and find a safe situation. |
| Screen Name Redacted<br>7/15/2020 12:46 PM | Good direction, nice words. But actions count. Having diversity means hiring diversity into your jobs. |
| Screen Name Redacted<br>7/16/2020 03:40 PM | Guaranteed basic income. |
| Screen Name Redacted<br>7/17/2020 12:02 PM | The ideas sound good, and I'm happy to see references to Housing First approach, UNDRIP, and MMIWG calls to action |
| Screen Name Redacted<br>7/17/2020 01:39 PM | for homeless: more shelters, social programming and addictions/mental health counselling. Removing homeless from parks and riverbanks, etc, and strongly encouraging them to access support to get off the streets. And a greater commitment to hiring qualified Indigenous workers for all city departments, including police. |
| Screen Name Redacted<br>7/17/2020 02:19 PM | To much complaining about this issue |
| Screen Name Redacted<br>7/17/2020 03:18 PM | Provide adequate equitable social assistance regardless of artificial divisions like race. Cut out special interests groups. |
| Screen Name Redacted<br>7/17/2020 05:36 PM | Shuttering public spaces & making resources harder come by while ignorant of a consistently shifting system is a poor option in any way. If folks from suburbs feel unsafe in our downtown because of their prejudices towards folks of a different social standing that is inexcusable. Educating & dismantling those stereotypes & taking stands as a city government in |

| | |
|---|---|
| | solidarity with the values of the humans that suburbanites deem as less than worthy is important. |
| Screen Name Redacted<br>7/17/2020 05:39 PM | refine this as it is much too vague. |
| Screen Name Redacted<br>7/18/2020 10:42 AM | Equality of opportunity only |
| Screen Name Redacted<br>7/19/2020 12:11 PM | Recognize that culture trumps policy, look at why we've failed & then get serious about actually implementing this. |
| Screen Name Redacted<br>7/20/2020 12:29 PM | As above |
| Screen Name Redacted<br>7/20/2020 02:29 PM | Housing for the poorest members of our society needs to be a priority. Pay attention to the poorest neighbourhoods, by making them more livable with access to health, education, jobs, parks, play spaces, libraries, swimming pools, bike paths, public transit, and local food. Improved public transit in wealthier neighbourhoods will increase the incentive to take the bus. Currently people don't want to take the bus because the service is so poor. |
| Screen Name Redacted<br>7/22/2020 03:50 AM | The City should promote more infill housing and more mixed use multi-family housing , especially when considering infill situations but in general. |
| Screen Name Redacted<br>7/22/2020 01:48 PM | Great effort |
| Screen Name Redacted<br>7/22/2020 02:38 PM | We need to create a city where it is not a disadvantage to people to not own a car. People need to have access to reliable, frequent transit service and be able to access it regardless of your mobility needs. People should be able to get around 12 months of the year. We can't be telling people "well it's winter" as a reason for why bike paths and sidewalks aren't cleared or "but it's winter 8 months a year" as a reason not to invest in cycling and pedestrian infrastructure. Proper investment in these will mean everyone will have access to all parts and aspects of the city. |
| Screen Name Redacted<br>7/22/2020 02:47 PM | Hold many widely advertised focus groups and surveys to receive feedback on how Winnipeggers believe social equity can be achieved. |
| Screen Name Redacted<br>7/22/2020 02:49 PM | Realize that we have a broad cultural base and that we need to ensure that everyone is treated fairly and respectfully. |
| Screen Name Redacted<br>7/22/2020 04:19 PM | Infill development strategy will hopefully help remove the barriers to living in many established neighbourhoods. |
| Screen Name Redacted | Ensure and hold accountable public services who engage in racist or |

| | |
|---|---|
| 7/22/2020 04:54 PM | oppressive behaviours and encourage representation in our government and services. Create greater connections between communities and those from different socio-economic classes. |
| Screen Name Redacted<br>7/22/2020 06:44 PM | * End Homelessness - I fully realize this is a mammoth-sized goal to take on, so we need to continue from where we have been, to an even more pro-active response to our huge homeless population. We see homeless or housing-compromised individuals a lot. Nobody asks to be homeless, but some choose to be homeless as a result of systemic barriers or the lack of feeling safe in temporary group shelters and the resulting loss of trust all over. Shout out to our city's Downtown Biz patrols who take the time to find these individuals and chat with them or offer them a drink or resources! Obviously, we need more buildings with individual safe suites that can also offer a communal setting for services and resources and simply the sense of community and safety. Again, there are different demographics that need to be targeted, some with overlapping needs and challenges: those with a mental diagnosis, addictions, escaping domestic violence, and pregnant with nowhere to go are the top four I can think of easily; Affordable and Supportive Housing Options - This policy intention overlaps with almost all OurWinnipeg goals, so obviously is one of the highest priority calls for action. Get the front-line workers and EDs of charitable non-profits together with hospital emergency staff, architects, and strategists to a roundtable! This is where intersectionality will meet and begin to have our eyes open to the needs and solutions; * Community Cohesion - Most of us desire this, unfortunately, there are those who destroy the fabric of our unity by committing acts of domestic violence that undermine and destroy individuals (primarily women, many who are mothers), that in turn destroys families, that impacts us in our neighbourhoods, in our community and our city as a whole. We need MORE shelters and Second Stage Housing (transition) facililties - because honestly, there are not enough, and those that are operating are sorely overworked and underfunded. Also, retention rates of front-line staff is difficult due to poor wages, sad to say. EDs are constantly under pressure to find and write grants and step up their fundraising efforts. |
| Screen Name Redacted<br>7/23/2020 10:04 AM | The Winnipeg Police Service needs a serious makeover in terms of treating Indigenous peoples with equality. Too many indigenous people have died unnecessarily at the poor judgement of some of our police officers. |
| Screen Name Redacted<br>7/24/2020 12:28 PM | Defund the police with a plan for abolishment. We have an incredible organization in the Bear Clan that shows actively what a community lead policing and wellbeing organization could look like! |
| Screen Name Redacted<br>7/26/2020 03:52 AM | City needs an effective dialogue with the indigenous leaders to reduce panhandling, addictions, homelessness, victimization, crime, health issues. City is pressured with police, firefighter and paramedic resources responding to medical and criminal incidents. Programs and housing solutions are needed to reduce the issues and provide more support to the indigenous community. In its current state I do not visit downtown. |
| Screen Name Redacted | Politicians need to do less deals behind the scenes and be more transparent |

| | |
|---|---|
| 7/26/2020 11:58 AM | in how their decisions are made. |
| Screen Name Redacted<br>7/28/2020 04:45 PM | Housing for all! See previous comment re:social and supportive housing. |
| Screen Name Redacted<br>7/28/2020 10:51 PM | It's hard to think of specific, concrete actions , because a lot of the stuff that needs to be done in this area is ambitious, vague, long-term goal stuff, but I think that two priorities should be " Equitable Service Access" and conserving & increasing the supply of affordable housing, because those are two goals that the city could work toward that are fairly concrete, and are less "big picture" than some of the other policies listed. |
| Screen Name Redacted<br>7/29/2020 02:19 AM | We need more tangible proposals. Instead of “rights”, we need access to fresh food in all parts of the city, maybe subsidized but not always give-away. Mobile grocery stores have been tried in New York. We need clean safe public toilets, well lit bus shelters, closed circuit cameras in downtown, better access to schools and after school safe places to do homework . Education is a path to equity, jobs, skill training. |
| Screen Name Redacted<br>7/29/2020 10:14 PM | Get much more involved in giving people at the lower end of the economic scale opportunities and helping them with basic needs, especially day care. |
| Screen Name Redacted<br>7/30/2020 11:07 AM | end homelessness |
| Screen Name Redacted<br>7/30/2020 11:20 AM | Ask the Province to fulfill its responsibilities vis a vis Health care (addictions support, mental health support) and Child and Family Services which would mitigate the strain on the Winnipeg Police Service. |
| Screen Name Redacted<br>7/31/2020 02:08 AM | No Idea |
| Screen Name Redacted<br>7/31/2020 04:25 AM | Crime is a symptom of poverty. Poverty is a choice in a country like Canada. Treat drug crimes not as a crime but as a health issue. Do something about the gangs in the city. the Hells Angels sort of bike gangs. You will need to work with the province and the Feds to do this. Deport gang members that break laws in Canada. Have a zero policy with regards to this and outlaw gangs that are connected to the sale of narcotics and have been associated/arrested for that as well as prostitution and murder. Arrest them, deport them, break them up. |
| Screen Name Redacted<br>7/31/2020 03:04 PM | I'm a big believer that the North End Railyards present Winnipeg's largest current barrier to equity, and also its biggest opportunity to a renewed urban core. 100,000 people could live where the rail yards are. Move the railyards to north of the airport and build a big intermodal connectivity yard. And fill in the inner city with high quality housing, accessible housing, high street commercial, parks, etc. Change the fabric & the future of the city, meaningfully, substantially, for the better. OTHER NEEDS - trauma centre |

| | |
|---|---|
| | (so many people have experienced deep deep generational trauma and need professional help to turn things around) - housing policy informed by and understanding racial divisons. People judge and hate less when they have friends and neighbours of different backgrounds. When you get to know people. Facilitate these connections at a micro community level. |
| Screen Name Redacted<br>7/31/2020 06:25 PM | The city should make ending homelessness a top priority. Making sure affordable housing is available is part of the solution to prevent homelessness. Housing-first should be the policy of choice for helping the homeless find long-term shelter. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | Stop putting down colonial people and treat all communities the same |
| Screen Name Redacted<br>8/03/2020 10:32 AM | The drug and poverty problem is out of control, work on that. |
| Screen Name Redacted<br>8/03/2020 12:03 PM | Fund affordable housing in mixed income developments. |
| Screen Name Redacted<br>8/03/2020 08:16 PM | Allow for whistleblower protections for city employees to be anonymously called out on harassment and discrimination by other city employees as well as the public. |
| Screen Name Redacted<br>8/04/2020 11:43 AM | Affordable and Supportive Housing Options need to exist in order for a Housing First to succeed in ending homelessness, and in order to advance reconciliation with Indigenous peoples in Winnipeg, given that they are disproportionately impacted by homelessness and core housing need. |
| Screen Name Redacted<br>8/04/2020 12:48 PM | Open Portage and Main. Stop spending money on keeping it closed. Increase funding and supports to newcomer programs and services. Increase funding to promote the amazing things newcomers bring to our city and the way they enrich it so people stop seeing newcomers as drains on the City. |
| Screen Name Redacted<br>8/04/2020 01:30 PM | We need more cross-pollination between various neighbourhoods in Winnipeg. Many people in the south end have no knowledge of the north end, and vice versa. Winnipeg's cultural make-up has changed and diversified, and yet it is largely white people who still hold the cultural keys to the city. Who are our best non-white chefs, visual artists, musicians, dancers, etc.? Do they only appear at Folklorama? |
| Screen Name Redacted<br>8/05/2020 02:40 PM | Increase affordable living, get people off the streets, do some thing about gang violence and drug use. |
| Screen Name Redacted<br>8/05/2020 03:42 PM | getting a better deal with federal government to address these issues. |
| Screen Name Redacted<br>8/05/2020 04:51 PM | More diverse hiring. Defund police and redirect funds to community services and recreation for high needs youth. Get police patrolling individually. It would |

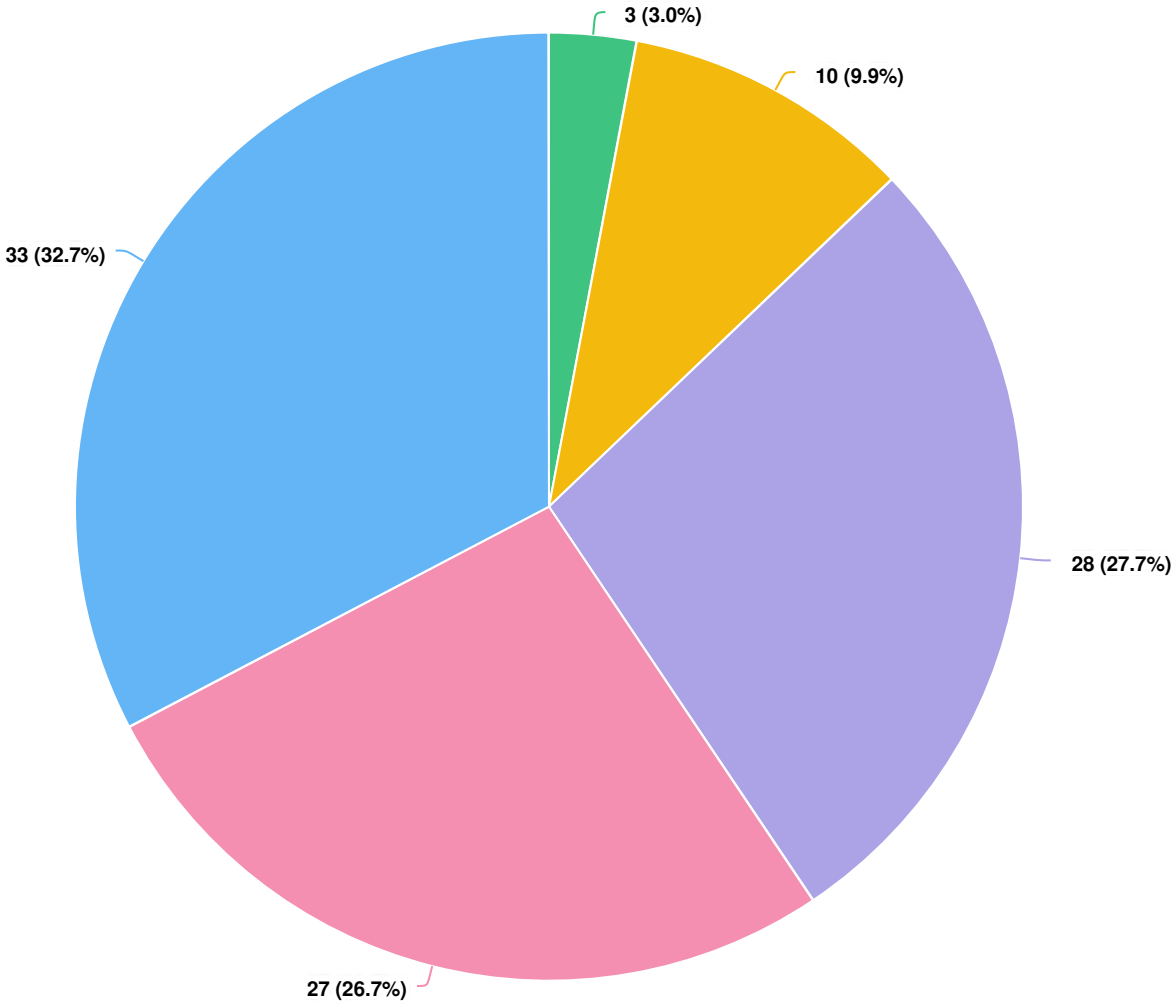
| | |
|---|---|
| | change the way they interact with communities, provide broader coverage, be more efficient and save money. Stop allowing police to moonlight at Superstore on the public dime... the optics are terrible, it contributes to burnt out police, we pay for it in perpetuity via inflated pension payouts for the rest of their lives. I feel they are well remunerated and pensioned already. |
| Screen Name Redacted<br>8/06/2020 09:35 AM | More housing for the homeless. More stringent regulations of rooming houses to increase standards. Provide temporary shelter to residents in "tent cities". Convert old buildings to hostel-like accommodation, with a community kitchen and showers. |
| Screen Name Redacted<br>8/06/2020 11:45 AM | Prioritize 5.4 and meaningful relationships with Indigenous communities to effectively and appropriately implement the other policies. |
| Screen Name Redacted<br>8/07/2020 10:00 AM | Ensure that schools operate for the benefit of the children rather than the staff, ensure that policing is adequate to ensure that people in lower income areas are safe and able to better themselves in life, ensure that the tax burden on homeowners does not become onerous, which will lead to higher income homeowners fleeing the city to the exurbs. |
| Screen Name Redacted<br>8/07/2020 11:42 AM | defund the policy, invest in community resource and mental health supports |
| Screen Name Redacted<br>8/07/2020 01:00 PM | Start by holding police accountable. Divert funding from police and into community organizations that are already working to making the city more equitable. Consult with youth. Reach out to marginalized communities for feedback. Listen to people’s experiences and act on recommendations. |
| Screen Name Redacted<br>8/07/2020 01:40 PM | Prevent anyone from manipulating staff and Council. Be transparent about this. |
| Screen Name Redacted<br>8/07/2020 02:41 PM | Based on what I have seen in variance hearings (BOA & APPEAL), the Planning, Property & Development lacks the leadership and the funding to effectively manage the city's growth. There can be no social equity if current practices are morally unethical. |
| Screen Name Redacted<br>8/07/2020 03:22 PM | Actually follow the advice of the draft and actually DON'T LEAVE people behind. Suburbanites can afford their cars, and they can drive to the core areas for rec centres. Folks from inner city neighbourhoods do not enjoy that luxury. PLAN FOR THOSE CITIZENS WITH THE LEAST, and those who have the MOST can learn to be flexible for the greater good of their community. |
| Screen Name Redacted<br>8/08/2020 02:15 PM | defund the police and use it to fund social program and sustainable development |
| Screen Name Redacted<br>8/09/2020 01:43 PM | Again, respect and consideration for all citizens - treat us all equally. My neighbour doesn't get to destroy my home without my knowledge and consent just because he is going to pay the City twice the property taxes he did before. Don't close sidewalks for over a year for a building project - move |

| | |
|---|---|
| | the building back 6 feet to the sidewalk can stay open. |
| Screen Name Redacted<br>8/09/2020 03:25 PM | Possibly action(s) to review and restructure welfare and social assistance programs (in conjunction with Province) to be more like a guaranteed annual income, rather than applying for myriad of benefits. |
| Screen Name Redacted<br>8/09/2020 03:46 PM | Must have a mechanism for supporting community-led initiatives. Most neighbourhoods know what they need, have ideas/plans for helping address those needs, but City bureaucratic/political process gets in the way rather than acting as lever to amplify local voices/actions. |
| Screen Name Redacted<br>8/09/2020 08:28 PM | Cycling infrastructure would help in this area as well. |
| Screen Name Redacted<br>8/09/2020 09:04 PM | Start investing in transit, community rec & leisure, libraries, etc. If we are serious about ending poverty and improving social equity we need to be significantly increasing these services, not threatening to cut them all the time. These objectives sound great, I am just skeptical that they will actually be put into action. How can anyone take the city's stated goal of social equity seriously after the gut-wrenching, disastrous multi-year budget process in late 2019/early 2020, with all its threats to transit, libraries, recreation, etc. It was truly sickening to see how people had to grovel for the most basic services that are so fundamental to the most basic quality of life and utterly essential for the people who are struggling most. |
| Screen Name Redacted<br>8/09/2020 11:36 PM | More addiction treatment beds, more counselors available, free to everyone! Great the person, add supports, like transitional housing. Better for everyone... |
| Screen Name Redacted<br>8/10/2020 08:50 AM | Follow the recommendations of the Make Poverty History report. For example, we need a "Mayor as Champion" who actively goes after poverty. |
| Screen Name Redacted<br>8/10/2020 11:27 AM | I think you need to look at the role that community centres and recreational facilities such as pools and parks play in social equity, but I didn't see them mentioned. |
| Screen Name Redacted<br>8/10/2020 12:01 PM | the museum needs to uphold the values it represents. |
| Screen Name Redacted<br>8/10/2020 02:14 PM | Achieve a safe, resilient, and inclusive community by eliminating systemic barriers that result in discrimination, and creating opportunities for social, economic and political inclusion. Systemtic barriers often can't be overcome simply by hard work. Allow people who have their own agency and will to work hard to do so without crippling their efforts. |
| Screen Name Redacted<br>8/10/2020 04:34 PM | defund the police (not entirely, but redistribute much of their funding to areas that are preventative). |
| Screen Name Redacted<br>8/10/2020 05:02 PM | I hope it's linked to budget outcomes, where the community services department is given more resources to connect with and respond to the |

| | |
|---|---|
| | needs of neighbourhoods and communities on a more regular basis. |
| Screen Name Redacted<br>8/10/2020 10:31 PM | Indigenous rights because there is still a lot of injustices towards indigenous peoples. |
| Screen Name Redacted<br>8/10/2020 11:05 PM | I do not feel qualified to say whether the proposed OurWinnipeg policy provides the appropriate direction, but one aspect I do see missing is the inclusion of environmental justice as a major component of social equity. While others are more qualified to identify priorities, which seems to be all of the items listed, the ones that stand out as critical include meaningful Reconciliation with Indigenous Peoples (5.4) and Equitable Service Access (5.6) which includes a focus on those who move to Winnipeg from reserves. This is especially important given Winnipeg has the highest Indigenous population of any city in Canada at 12.1% ([redacted]), which includes a large percentage of young people. The cultural shock and dangers posed in moving from a close-knit community on reserve to Winnipeg needs to be properly addressed to avoid tragic outcomes. |

**Optional question** (71 response(s), 34 skipped)
**Question type:** Essay Question

**Q21** **From your perspective, how well is the City currently doing with respect to the proposed goal, objective, and policy framework for City Building?**




**Question options**

Very well | Well | Neutral | Poorly | Very poorly

*Optional question (101 response(s), 4 skipped)*
*Question type: Radio Button Question*

## Q22 Why did you choose this rating?

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 07:21 PM | It feels like this city is trying to become one giant suburb |
| Screen Name Redacted<br>7/13/2020 10:34 PM | I didn’t read on it |
| Screen Name Redacted<br>7/13/2020 11:16 PM | -no comment |
| Screen Name Redacted<br>7/15/2020 11:40 AM | There has been a good increase in developments within the city centre instead of far outside the city. This direction needs to continue, however, there should be less lee-way given to developers to build whatever they want, however they want, in these communities around the border of our city. Most applications and modifications for these new communities are simply approved with no questions asked, and these type of communities needs to be slowly phased out. |
| Screen Name Redacted<br>7/16/2020 02:26 PM | We have grown very inefficiently. We've been talking about complete communities for a while but our new communities are still built around cars. Poor progress on the pedestrian and cycling strategies. But there have been bright spots, like the new transitway. My ratings are mostly based on the speed of improvements, not problems with the guiding documents. The guiding documents always look great on paper, but don'T seem to be implemented in a reasonable timeframe. |
| Screen Name Redacted<br>7/16/2020 03:40 PM | Building codes are low energywise. We allow too much low density housing. |
| Screen Name Redacted<br>7/16/2020 09:29 PM | There are many new residential developments, and they are not connected and complete communities. They contribute to urban sprawl, are designed for car-based transportation, and are not built with sustainability as a priority. Downtown continues to decay as the suburbs expand and neighbours become isolated. Most residential neighbourhoods are poorly connected, and few are mixed-income. Few neighbourhoods are mixed-use, or the extent of the mixed-use is limited. There are few communal living options. |
| Screen Name Redacted<br>7/17/2020 12:02 PM | Concerns with the current discussions happening with Starlight re: Portage Place |
| Screen Name Redacted<br>7/17/2020 01:39 PM | Winnipeg has never stopped building a donut city: lots of sprawl with little in the centre. You can't even cross the road at the city's most iconic, and virtually pedestrian-free, intersection. |
| Screen Name Redacted | Over crowding of green space.. its all about greed, not looking at the peoples |

| | |
|---|---|
| 7/17/2020 02:19 PM | perspective.. - they need grocery stores/complexes for seniors that are NOT outrageous amounts.. |
| Screen Name Redacted<br>7/17/2020 03:18 PM | Make semetrical natural beauty as a condition of new buildings. Stop trying to make us feel edgy rather than comfortable. Keep roads open as wide as possible. Preserve old buildings. Relax codes to use old buildings. Enforce heritage building safeguards. Where an old building supposedly 'accidently' is damaged huge fines are needed to ensure no gain to contractors. Have city employed realtor companies to prevent corruption. Get legal dept to try to recover cost of past corruption - nearly everyone knows the evidence. |
| Screen Name Redacted<br>7/17/2020 05:36 PM | I do see that bike trails, feasible transit routes, sustainable spaces are being focused towards. Kickers lay in transits ineffectiveness & cost increases that price out folks whom are unable to bike comfortably or have access to a vehicle. |
| Screen Name Redacted<br>7/17/2020 05:39 PM | development is dictated by profit for private developers |
| Screen Name Redacted<br>7/18/2020 10:22 AM | See prior comments on active transportation |
| Screen Name Redacted<br>7/18/2020 10:42 AM | Let land owners do what they want with THEIR property |
| Screen Name Redacted<br>7/18/2020 11:03 PM | More downtown space for communities to gather or places to bring cultures together |
| Screen Name Redacted<br>7/19/2020 12:11 PM | Suburbs & industrial areas are being built alongside services. That's about it. |
| Screen Name Redacted<br>7/20/2020 12:29 PM | Don’t know specifics |
| Screen Name Redacted<br>7/20/2020 01:01 PM | Winnipeg is not achieving sustainable development. A majority of all new development has been and continues to be oriented to urban sprawl and supporting infrastructure, which facilitates the growth of bedroom communities. Try to find anyone credible that can demonstrate that sprawl is sustainable. Not to say Winnipeg isn't doing some things right, or that this is easy to solve, just that these positives are consistently overwhelmed by the amount of investment going towards unsustainable growth. |
| Screen Name Redacted<br>7/20/2020 02:29 PM | Land use, transportation, and investment in infrastructure are very poorly thought out, with short term gain in mind rather than a vision towards the long term. |
| Screen Name Redacted<br>7/22/2020 03:50 AM | The city has been sprawling out of control for 50 years and we can't afford to pay for our roads and our services are deteriorating. I could go on and on about how badly the city has managed development and growth and how it |

| | |
|---|---|
| | has hurt its current citizens for decades to come. |
| Screen Name Redacted<br>7/22/2020 09:06 AM | There is a lack of planning in new developments. I feel the developers get away from paying low taxes and the burden of building the community is place on residents of Winnipeg. |
| Screen Name Redacted<br>7/22/2020 01:48 PM | No reason |
| Screen Name Redacted<br>7/22/2020 02:32 PM | development approvals are not coordinated across departments. Development projects in infill locations take months longer to complete and face delays not affected in greenfield areas |
| Screen Name Redacted<br>7/22/2020 02:38 PM | We need to create more mixed-use developments, reduce parking requirements, and incentivize building up rather than out. We seem to do a great job of approving low-density residential in the outer corners of the city with bad collector street design, which will make it difficult to run efficient transit service and which will probably result in cries for the twinning of lanes to get to these developments. We need to make it easier to redevelop available land for mixed-use and higher density development. But in order to do that we need to reduce parking requirements and not, enough councilors understand or support this. |
| Screen Name Redacted<br>7/22/2020 02:47 PM | There are infrastructure plans through Complete Communities with detailed directional focus. |
| Screen Name Redacted<br>7/22/2020 02:49 PM | There is no fore thought of where and what we are going to build. We just build. We destroy green spaces so some people can live in the "country". |
| Screen Name Redacted<br>7/22/2020 04:19 PM | The explosion in car-oriented suburban development is very scary to me. I know individuals who were contract workers on this housing, and their stories of the short-cuts and shoddy design make me question whether these houses could possibly retain their value. The high number of people in these communities who drive for all of their trips is also shocking. I don't believe any measurement tool is used to evaluate the developers on whether they've built a complete community. I assume there has been no requirement, and that our zoning has in fact made it almost impossible. With Waverly West, we've essentially built a city the size of Brandon onto our city that meets virtually none of the requirements of a complete community, which is horrific. The long-term consequences of these poor decisions will haunt my generation for decades. |
| Screen Name Redacted<br>7/22/2020 04:54 PM | Too much focus is being placed on roads now. I know if was a big campaign issue but pristine roads won’t help if the city is falling down around them. We need libraries and parks and pools too. I think an investment in indoor “parks” for the winter months would also be invaluable (sheltered, heated, safe public spaces open to all) . Reliable, affordable transit is also key. |
| Screen Name Redacted<br>7/22/2020 06:44 PM | The written goals are great! There are so many, that many players are required to make the differences desired. I hope I can be a small part of |

| | |
|---|---|
| | making a difference here. |
| Screen Name Redacted<br>7/24/2020 12:28 PM | Consistent short term road repair, little effort dedicated to long term solutions or plans. A fear of raising taxes and a lack of public space and park maintenance, and erosion of our importiant green spaces. The introduction of Uber harms our future of transit. The developmental sprawl continues unchecked while Older neighbourhoods inside the city fight over budgetary scraps. |
| Screen Name Redacted<br>7/26/2020 03:52 AM | I tried taking Transit but the commute with one transfer took one hour, required a walk of multiple blocks, did not have a warm, clean shelter, and had to stand for almost the entire trip. I believe Rapid Transit and bike lanes are a poor return on investment. I believe city taxes and policies have pushed residential and commercial development to neighboring communities such as West St. Paul, Headingley, LaSalle, Niverville, and others Too many examples of poor policies, lost court cases, and bad deals |
| Screen Name Redacted<br>7/26/2020 11:58 AM | Urban sprawl is negatively affecting the core and ultimately the history and what should be the richness of our city. Taxes to these new communities should reflect the cost to other older areas. |
| Screen Name Redacted<br>7/26/2020 11:59 AM | You never address the issue of schools. Building of schools is left to the province. Allowing developers to build communities without making them responsible for the social infrastructure - roads, schools green space is irresponsible. You are creating new spaces that drain finds from other areas. To create communities that are told lies - so they think that a school will be built for the kids right away, which they have no right to do |
| Screen Name Redacted<br>7/28/2020 04:45 PM | We continue to fund new growth around the perimeter of the city to the detriment of our mature neighbourhoods. It’s unsustainable in all kinds of ways. |
| Screen Name Redacted<br>7/28/2020 10:51 PM | I chose this rating because while there has been some effort toward moving toward these goals, I have gotten the impression that real estate developers still have too much influence with the City, and and that these goals aren't always reflected in the City's actions when it comes to development. |
| Screen Name Redacted<br>7/29/2020 02:19 AM | We have excellent staff in city planning, but in my impression they get over ruled by the narrowly focussed traffic engineers and overly diligent accountants. Urban density has disadvantages that can outweigh its efficiency. |
| Screen Name Redacted<br>7/29/2020 10:14 PM | The way infill is happening is very rough on neighbourhoods; developers can buy a lot, build what they want, sell it and then move on, without so much as talking to the neighbours. Builders come in, do what they have to do with no regard for neighbours or neighbourhood. Tension is building; the situation will get more tense if the pace picks up. |
| Screen Name Redacted<br>7/30/2020 11:07 AM | do not block private vehicles. This locks disabled in their homes. Transit Plus is bad. |

| | |
|---|---|
| Screen Name Redacted<br>7/31/2020 02:08 AM | I hate archeitural beauty policy and I think it is watseful. |
| Screen Name Redacted<br>7/31/2020 04:25 AM | You can build on land that is there now, in the city. Expanding out is just a terrible idea. It will create a larger problem in the future with regards to transportation and utilities. |
| Screen Name Redacted<br>7/31/2020 03:04 PM | a) For 75 years we've been mucking this up. Acknowledge this. b) We don't need new communities. We need substantial re-investment in existing communities and meaningful densification and focus on localized high streets. Remove any planning policy that puts the car before the pedestrian. If you think thats too extreme, well take a look around at the cities that are flourishing. Are we flourishing? Hardly. So lets flourish. Enough unchecked suburban expansion already. It's bankrupting the city. It is also so BORING. |
| Screen Name Redacted<br>7/31/2020 06:25 PM | Winnipeg still has a general fixation on sprawling suburbs, but recent public and private investment in Downtown and mature neighbourhoods is encouraging. I do still worry that the city is overly focused on large, detached, single-family homes to the detriment of the city at large. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | Nothing changes here and in many ways why I live here. You can have big plans but we have beer money and champagne tastes |
| Screen Name Redacted<br>8/03/2020 10:32 AM | Stop urban sprawl, increase density to lower the cost of road maintenance. |
| Screen Name Redacted<br>8/03/2020 12:03 PM | The city has not done a good job of building dense, walkable and vibrant inner city communities and neighbourhood. Look around the inner city and there are strip malls built. The city needs to re-examine how to build walkable neighbourhoods. It involves storefronts that come right up to the sidewalk. Look at cities that get it right like toronto. To make this lifestyle viable, there needs to be lots of people. Focus on moving people into the core and inner city. |
| Screen Name Redacted<br>8/03/2020 08:16 PM | 1- confusion corner and 100’s of other intersections like it in the city; parking in the right hand lane on 4 lane roads?? Really? Act like a city not a borough. Expropriate some properties and build some proper highways, Chief peguis and new bishop grandin are getting closer.. do the same for downtown access. Parking.. immediately ban surface parking lots downtown and require minimum 4 storey parkade. 2- lack of coherent planning and funding for rapid transit has stalled and killed it ... again 3- developers priorities continue to be prioritized not the neighborhoods or the city’s... look at all the horrible infill that has been done in the past 4 years ([redacted] for starters.. like THAT fits the neighbour hood, doesn’t block the neighbours light, & only covers 40% of the lot! but since the owner is [redacted] I wonder how many in the city were told to look other way?) And that’s just one example... how much green space was lost in river heights in the bay infills, or the lack of light for neighbours in the area infilled by fort Gibraltar. I could go on and on... if you have standards hold them to it.. require them to |

| | |
|---|---|
| | build to it not just pay a fine for breaking the standard. 4- new developments need to be taxed to pay for their initial services; developers need to be held to account for bait and switch sale pitches (“of course” there is a new school being built out here- nope 10 years later still not) 5- define what “completes” a neighborhood and stick to it so homeowners know what to expect when living there. % of green space; setback; schools; bus transit, etc |
| Screen Name Redacted<br>8/04/2020 12:48 PM | City sprawl continues. This drains our core areas of the ability to be thriving, vibrant living spaces and increases our reliance on huge roadways to connect the outskirts to the City. |
| Screen Name Redacted<br>8/05/2020 02:40 PM | Too much emphasis on infil housing in mature neighborhoods and not enough on affordable housing in the core area. |
| Screen Name Redacted<br>8/05/2020 03:42 PM | continuing to approve further sprawl. |
| Screen Name Redacted<br>8/05/2020 04:51 PM | Let’s face it, Bridgewater is an absolute sprawling mess. No one in their right mind is going to do anything but drive to and from it. For as long as [redacted] and their ilk are allowed to do whatever they think will maximize profits, regardless of future costs we are pretty screwed on this one. |
| Screen Name Redacted<br>8/06/2020 09:35 AM | Consider urban sprawl that necessitates use of cars. Our bus system is terrible and inconvenient. Study other cities who have done a better job of this. |
| Screen Name Redacted<br>8/06/2020 11:45 AM | Urban sprawl shows we are not building our City in a way that aligns with complete communities. Lack of investment in transportation modes other than private vehicles. |
| Screen Name Redacted<br>8/07/2020 10:00 AM | There is no integrated planning within the city. Development is occurring in a hodgepodge manner. This will result in massive cost increases in maintenance in the future for the city. |
| Screen Name Redacted<br>8/07/2020 11:42 AM | too much urban sprawl. these neighbourhoods are taking away from established neighbourhoods that enhance density. these neighbourhoods are only houses - no grocery stores, ammenities, so those that live there have to drive for most things. |
| Screen Name Redacted<br>8/07/2020 01:00 PM | We’ve allowed to city to grow in physical size while neglecting the core. The physical growth is not sustainable and has created a lot of costs. |
| Screen Name Redacted<br>8/07/2020 01:40 PM | What do you mean by complete established communities. I live in one being destroyed by over-development under the guise that my area is incomplete. You have to define this instead of relying on lofty sentiment that has no real meaning. Ensure all neighbourhoods have a grass-roots oriented Neighbourhood Plan that Council cannot over-ride. Ensure each plan gives the residents association first and last decision-making right on any initiative. Stop letting Planning cheat, lie, obfuscate, prevaricate and bully residents. I'm looking at you [redacted]. |

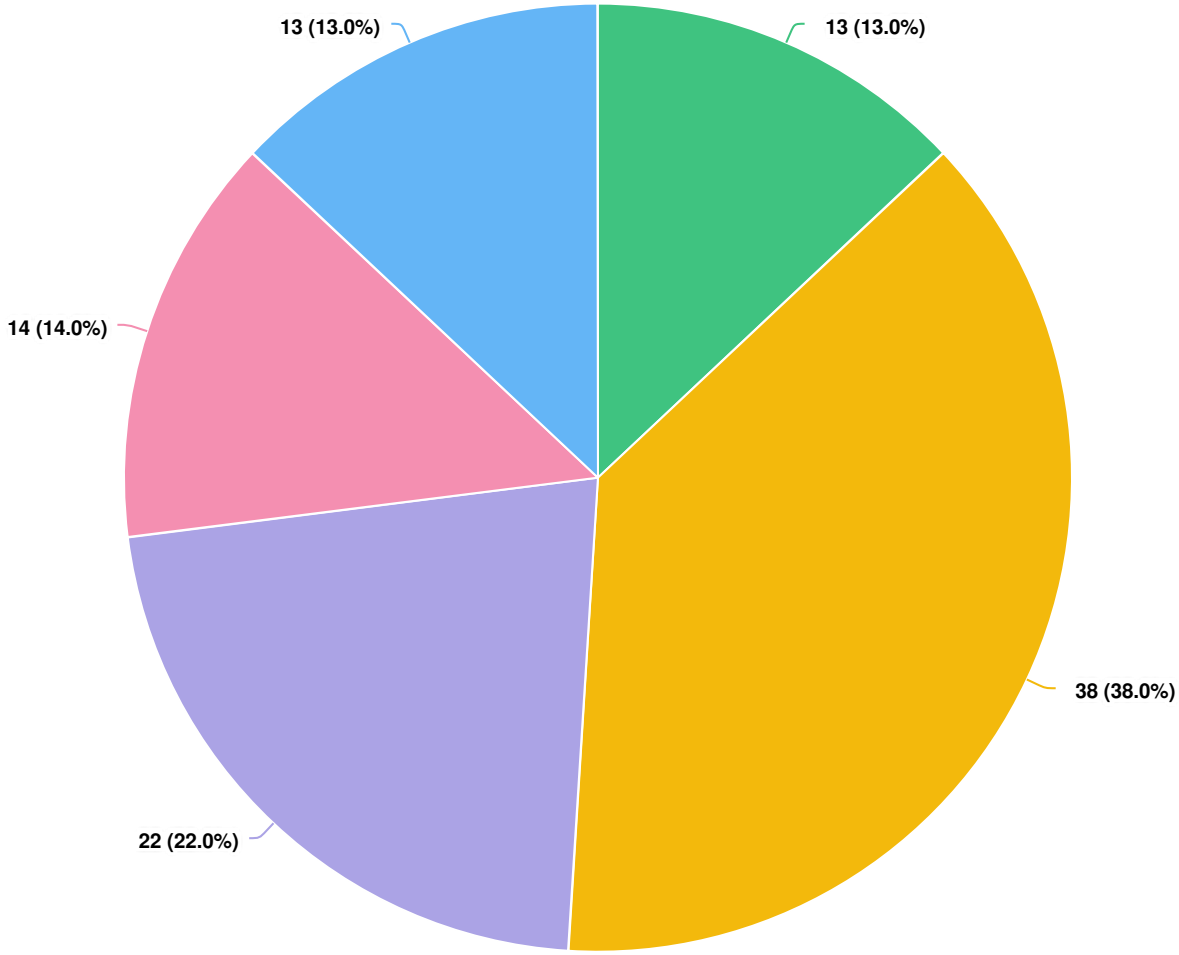
| | |
|---|---|
| Screen Name Redacted<br>8/07/2020 02:41 PM | The city is not looking at communities as a whole. The development currently in practice is not considering that these long skinny houses with no yard has a negative impact on the residents and also the neighbourhood. Some streets now require small park spaces because the kids have no outdoor space. |
| Screen Name Redacted<br>8/07/2020 03:22 PM | Winnipeg has a resistance to all things that *ACTUALLY* lend themselves to "complete communities". Speed limits ought to be reduced. See Vision Zero and observe all the communities in the world that have benefitted from these changes. Pedestrians and cyclists ought to be prioritized by building PROTECTED options for them... and expanding the A.T. system to suit. (That system needs serious work for connectivity - and those who work on it should remember it's not about cycling to see scenery, it's about cycling to get your errands done. Cyclists need to access all the amenities - not just riverbanks and parks.) Also. Transit. Transit. Transit. |
| Screen Name Redacted<br>8/08/2020 08:51 AM | Again, I will refer to infill housing. There are always the haves, and the have nots. The city will deny a 150 foot lot in tuxedo to be divided into 2 x 75 foot lots, but it's okay in Glenwood to divide a 50 foot lot and build houses on 2 x 25 foot lots. How is this fair? We need far more transparency. The city seems to favour the builders over the residents who have lived in these neighbourhoods for dozens of years. |
| Screen Name Redacted<br>8/08/2020 02:15 PM | The built form of the city is alright, but transit needs to be significantly improved. |
| Screen Name Redacted<br>8/09/2020 01:43 PM | NO RESPECT and CONSIDERATION for existing neighbours in infill housing or allowing monster houses, that are totally against the principles of sustainable development. NO consideration for if the existing infrastructure can support all the new housing, as in Lord Roberts. Building luxury condos, instead of affordable housing - where is the City building affordable apartments, as mentioned in the July 29th forum? Zero neighbourhood consultation, guidelines allow too big houses on lots, no notification of neighbours of what is being built beside them and the negative impacts on their home. The City doesn't do any planning responsibly - it is driven by developers and their money. |
| Screen Name Redacted<br>8/09/2020 03:25 PM | The City still seems uncertain about direction it is taking with transportation (RTCs) . |
| Screen Name Redacted<br>8/09/2020 03:46 PM | City does not "do the math" on its dominant development patterns. Most development that happens is done in a way that can't sustain itself over multiple life-cycles of infrastructure. |
| Screen Name Redacted<br>8/09/2020 08:28 PM | I'm seeing more infill housing & there seems to be an effort to encourage housing development near available transit lines. |
| Screen Name Redacted<br>8/09/2020 09:04 PM | Continuing to build in an automobile-centric way is bankrupting us and making life worse for everybody, driver or not. |

| | |
|---|---|
| Screen Name Redacted<br>8/09/2020 11:36 PM | Need more affordable apartments. Under $1000 a month, please!!! |
| Screen Name Redacted<br>8/10/2020 11:27 AM | We still invest most of our roadways budget to maintain the status quo. We do a poor job creating pedestrian areas. New communities are often internally well connected by walking/biking, but fail to create connections to nearby neighbourhoods and the rest of the city (See Waverley West B, which fails to create a sensible connection to the Bison/Chnacellor/Barnes area). |
| Screen Name Redacted<br>8/10/2020 02:14 PM | Too much urban sprawl. Waverley West's promises of being an extra-special, eco-friendly neighbourhood to excuse its obscene waste of farmland for overpriced cookie cutter houses unsurprisingly all turned out to be lies. |
| Screen Name Redacted<br>8/10/2020 02:28 PM | could be better - |
| Screen Name Redacted<br>8/10/2020 04:34 PM | City royally messed up the impact fees (which, generally, are a needed and good thing) and who knows how long it'll take to redo that properly, and continues to condone sprawl through road expansion and renewal without change (e.g. road rebuilt same way, no bike lanes). |
| Screen Name Redacted<br>8/10/2020 05:02 PM | I believe the city has sprawled beyond its means, making it difficult to maintain infrastructure at current revenue levels. |
| Screen Name Redacted<br>8/10/2020 09:33 PM | Downtown is mostly gravel parking lots |
| Screen Name Redacted<br>8/10/2020 10:31 PM | I don't feel comfortable commenting. |
| Screen Name Redacted<br>8/10/2020 11:05 PM | There has been continued focus on expanding our roadway system for motorized vehicles when we can't even afford to maintain our existing network. Underfunding transit and active transportation renders them too unreliable, unappealing or unsafe in many people's view, resulting in low uptake. If the thousands of Winnipeggers who previously took transit now start driving to work, school and other trips due to COVID-19, we are in deep trouble. For example, parents are already being advised to drive their children to school this fall rather than use a school bus ([redacted] and [redacted]). Resilience will require rebuilding trust in transit by implementing sufficient service levels to allow for physical distancing and implementing safety protocols. It will also require the City to expand and connect the AT network so that residents feel getting around by bike is both convenient and safe. |

**Optional question** (75 response(s), 30 skipped)

**Question type:** Essay Question

**Q23** **Do you agree that the proposed OurWinnipeg policy in draft provides the appropriate direction for actions by the City to achieve City Building in the future?**




**Question options**

Strongly agree | Somewhat agree | Neither agree nor disagree | Somewhat disagree | Strongly disagree

*Optional question (100 response(s), 5 skipped)*
*Question type: Radio Button Question*

## Q24 What actions should the City prioritize to make further progress towards City Building, starting now and why do you consider this to be important?

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 07:21 PM | Stick to the plan in the document, not the actions taken recently. More rapid transit, more regular buses, more bike paths, growth fees, open portage and main |
| Screen Name Redacted<br>7/13/2020 11:16 PM | no comment |
| Screen Name Redacted<br>7/14/2020 09:47 AM | Stop the sprawl and focus zoning and policy changes to promote revitalization in the city centre |
| Screen Name Redacted<br>7/15/2020 11:40 AM | The proposal of Option 2 for the Residential Growth Study is nowhere near aggressive enough to bring our city to a financially, environmentally or socially sustainable position to build our city in an effective way to accommodate for a million people. If our population has only risen 36% since the 70's, but the size of our city by 92%, there should be enough space as it is to accommodate a larger population. There needs to be a clearer, stronger approach to build up rather than out, and densifying our communities - only then will we become a more sustainable city. |
| Screen Name Redacted<br>7/15/2020 12:46 PM | Building out as suburbs, rather as neighbourhoods, only encourages car commutership. Bring back the old home reno tax credits, or make solar pannels available for homeowners. |
| Screen Name Redacted<br>7/16/2020 03:40 PM | Demand net zero buildings in all new construction. Plan the city to discourage car use. |
| Screen Name Redacted<br>7/16/2020 09:29 PM | The first thing that should happen is the restriction of sprawling new developments built in complete opposition to the building of a sustainable city. The very least that should happen is to not make things worse. |
| Screen Name Redacted<br>7/17/2020 01:39 PM | Take action against slum landlords. Force developers to build downtown. |
| Screen Name Redacted<br>7/17/2020 02:19 PM | Stop building condo units.. - no one has the money - they are overpriced for the money.. poor investments for all around |
| Screen Name Redacted<br>7/17/2020 03:18 PM | Traditional beautiful standard for planning. Less regulation for old buildings. More protection for heritage buildings |
| Screen Name Redacted<br>7/17/2020 05:39 PM | stronger community control over land use |
| Screen Name Redacted | End zoning, end building inspections |

| | |
|---|---|
| 7/18/2020 10:42 AM | |
| Screen Name Redacted<br>7/18/2020 11:03 PM | Although important to build new areas and entice ppl to move to Winnipeg, older areas are forgotten. |
| Screen Name Redacted<br>7/19/2020 12:11 PM | Add a little bit of re-buidling things which didn't work well. It's great that what's new is well thought out but there's room to re-new as well. Doubling down on Portage Place with a huge expansion is one example. That was a terrible idea & I'm glad it fell through. Removing that bus shelter was another one. Why not convert some of that heated space for the Police Cadets to use as a foot patrol HQ & keep the shelter open? That addresses the dealer issue & keeps transit users warm. |
| Screen Name Redacted<br>7/20/2020 12:29 PM | Don’t know specifics |
| Screen Name Redacted<br>7/20/2020 02:29 PM | Stop the urban sprawl developments. Improve living conditions in already existing neighbourhoods, as per previous answers. |
| Screen Name Redacted<br>7/22/2020 03:50 AM | Please stop the sprawl. Stop the construction of new developments. Make all new construction infill and encourage multi use and multi family. Up, not out. Stop building strip malls, they are a blight on society. Look for a way to impose a commuter fee or a metropolitan area fee on all of the people who live in the surrounding bedroom communities and use the City's infrastructure daily but yet don't pay a cent in property taxes towards maintaining it. Tens of thousands of people have moved out of the City in the past 25 years and almost all of them are in the middle to upper end of the socioeconomic spectrum. Those are taxes dollars our City has lost from people who are easily able to pay them. This may take a new provincial government to achieve, but the City should start lobbying the province today for the ability to impose a fee of some type on people who live in the bedroom communities. |
| Screen Name Redacted<br>7/22/2020 09:06 AM | Better planning of new development and having the funds to build new community centres, swimming pools, fire halls along with the natural walking paths. |
| Screen Name Redacted<br>7/22/2020 01:48 PM | Great effort existing already |
| Screen Name Redacted<br>7/22/2020 02:32 PM | Provide more funding for the infill development strategy, complete a housing needs assessment and permit secondary suites as-of-right across the city. |
| Screen Name Redacted<br>7/22/2020 02:38 PM | The city needs to change the rules around parking requirements, change the by-laws to allow for denser development in residential neighbourhoods, and complete rapid transit development across the city. So far over 1,200 new residences have been planned or are being built around stage 1 of the transitway so clearly dense development works with good transit investment |

| | |
|---|---|
| Screen Name Redacted<br>7/22/2020 02:47 PM | Current infrastructure repairs (eg. roads). |
| Screen Name Redacted<br>7/22/2020 02:49 PM | Stop giving out permits just because. Look at the overall picture of what this is going to cost the city in the long run. |
| Screen Name Redacted<br>7/22/2020 04:19 PM | The success lies in enforcement. I can't see developers wanting to build better neighbourhoods, when they've gotten away with the shoddy, cheap design for so long. |
| Screen Name Redacted<br>7/22/2020 04:54 PM | Reliable, affordable transit and public services such as parks and libraries. |
| Screen Name Redacted<br>7/22/2020 06:44 PM | My thoughts for actions that our City should prioritize to make further progress toward City Building going forward: * Neighbourhood Connectivity - As human beings, we are not meant to live in isolation from one another; we need to connect with our neighbours casually and professionally. It's how we maintain good mental health and build one another up and challenge each other to even further benefit one another and our community as a whole. This connection gets broken when domestic violence is happening behind closed doors. We NEED shelters and Second Stage Housing (transition) facilities that support breaking the silence and healing the very vulnerable women and children that are being victimized on a daily basis. We can be a part of rectifying this through supporting the charitable non-profit SSH facilities that are doing an amazing job of working with these women and children, educating the public, and tirelessly advocating on their behalf for various services and resources. There are some great partnerships beginning to emerge i.e. SHADE Inc. with Seven Oaks Immigrant Services and ACCESS Norwest (Immigrant Women's Counselling Services and A Women's Place) that should continue to be strongly encouraged and supported. * Affordable and Supportive Housing Options - I seem to be mentioning this one policy goal often! Supporting a new Second Stage Housing [SSH] building for S.H.A.D.E. (Safe Housing And Directed Empowerment) Inc. [SHADE Inc. or SHADE for short] would be one way that immigrant and refugee women and their children who have been impacted by intimate partner violence and/or family violence could make a difference in the Seven Oaks area of the city. I believe that vulnerable people need to reclaim their dignity and one sure way to do this is to have safe housing when you feel extremely unsafe and distrustful. |
| Screen Name Redacted<br>7/24/2020 12:28 PM | Fight for and prioritize making our existing spaces livable and enjoyable, and curb the unsustainable sprawl and new developments. |
| Screen Name Redacted<br>7/26/2020 03:52 AM | a proper infill policy - lots are being overdeveloped Greenspace not being utilized and could be converted to housing, dog parks Need to better move traffic on existing roadways and to complete the inner belt Make intersections safer, particularly where speed limits exceed 60 km/hour - add prepar to stop |

| | |
|---|---|
| | flashing amber signs and have red lights in all directions momentarily to reduce collisions |
| Screen Name Redacted<br>7/26/2020 11:58 AM | Discourage urban sprawl by Increasing taxes to these areas. Consider charging bedroom communities for using our roads and facilities. |
| Screen Name Redacted<br>7/26/2020 11:59 AM | In fill housing. Prioritize those new developments in The city. Find ways to encourage the revitalization of old neighbour hoods. Do not build new developments without figuring out where their kids will go to school, where they get their fire and paramedic service from. |
| Screen Name Redacted<br>7/28/2020 04:45 PM | Resilient land use should be predicated on the understanding that no new construction can happen until all available existing structures have been either used or deemed unsuitable (through a rigorous process) Winnipeg has a treasure trove of beautiful buildings that we overlook for redevelopment because they're not "conveniently located " (ie, in the North End or Point Douglas) or developers think it'll cost too much. The primary consideration for new development should not be money, it should be because there is truly no other option. I grew up in Europe, and this is common where I'm from. Feel free to call me to discuss! |
| Screen Name Redacted<br>7/28/2020 10:51 PM | I think that the City should prioritize making sure that the City's development plans take into account climate change mitigation & adaptation, so that plans of reducing emissions can be integrated into the City's day-to-day decision making. |
| Screen Name Redacted<br>7/29/2020 02:19 AM | Strongly needed is a better balance between "efficiency" based on old road building imperatives, and innovation. There is a place for housing that is nice-looking as well as functional. We need an infill policy that requires infill housing to fit with the neighbourhood. We need new housing development that enhances the existing adjacent areas with landscaping and meeting places. |
| Screen Name Redacted<br>7/29/2020 10:14 PM | Develop a more neighbourhood friendly infill planning process. Set standards that developers and builders have to meet; look at the UK Considerate Contractors Scheme |
| Screen Name Redacted<br>7/30/2020 11:07 AM | see above |
| Screen Name Redacted<br>7/31/2020 02:08 AM | Get New vision |
| Screen Name Redacted<br>7/31/2020 04:25 AM | Tying this problem to business is not a great idea. Business will have to be brought in using new innovative ideas. Give them free electricity. Hydro is supposed to be a corporate entity, use it. 70% of the population of Manitoba live in the city. Give them free electricity. Give the business's free electricity. Make the transit system electric |
| Screen Name Redacted | a) Density targets in established neighbourhoods - double urban Winnipeg's |

| | |
|---|---|
| 7/31/2020 03:04 PM | population before any further suburban expansion b) Ex-urban tax rates (Headingly, East St Paul, etc) must match city's - prob need an NDP gov't in prov to pull this off c) High street focus - first floor commercial / 2 stories of residential above - supported by bike lanes + rapid transit - supported by medium density walkups on surrounding side-streets d) Focus on medium density residential infill e) Remove North End rail yards - fill with housing + Parks + rapid transit + high street - connect to West End + North End in meaningful ways f) Ban stucco - So ugly. - But seriously, let's exert stronger architectural standards. Provide Winnipeggers with examples of what works in other cities, how vibrant streets are in the coastal/Euro/Asian cities. Meaningfully address the negative car culture that dominates this town. Put Winnipeg's next 100,000 residents between Kenaston/Archibald/McGilvary/Inkster. Watch what happens. |
| Screen Name Redacted<br>7/31/2020 06:25 PM | Mixed-use and TOD should be top priorities for the city. These approaches improve density and accessibility, which in turn assist with every other goal of OurWinnipeg plan. The sheer quantity of downtown surface parking lots is a problem. The city does not provide adequate incentives to develop into more productive uses, and remedying this should be a priority. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | as above |
| Screen Name Redacted<br>8/03/2020 10:32 AM | Build up not out. Turf bus rapid transit for more appealing light rail. Open Portage and Main. |
| Screen Name Redacted<br>8/03/2020 12:03 PM | It is vague. Resilient land use involves allowing and encouraging mixed use, dense, walkable, inner city neighbourhoods. That is the way to move Winnipeg forward and improve it. The status quo is unacceptable and will make winnipeg not competitive. Cities compete with each other and right now the ones with dense urban neighbourhoods are winning. Focus on building those types of neighbourhoods. |
| Screen Name Redacted<br>8/03/2020 07:08 PM | Too much sprawl. People who live outside the city but work inside the city should pay tolls or taxes to help pay for roads and services |
| Screen Name Redacted<br>8/03/2020 08:16 PM | quit letting the private developers profits dictate the decision making for the city’s growth and development plans. |
| Screen Name Redacted<br>8/04/2020 11:43 AM | Planning for urban intensification and sustainable growth should align with our city's need for housing as outlined in the Housing Needs Assessment |
| Screen Name Redacted<br>8/04/2020 12:48 PM | Stop approving developments in the outskirts. Give tax incentives to home buyers in areas that need infill and growth. Ensure that infill housing is in line with the character of neighbourhoods. Create more active transportation connections. |
| Screen Name Redacted | We need more density in the core of the city. Some people feel unsafe |

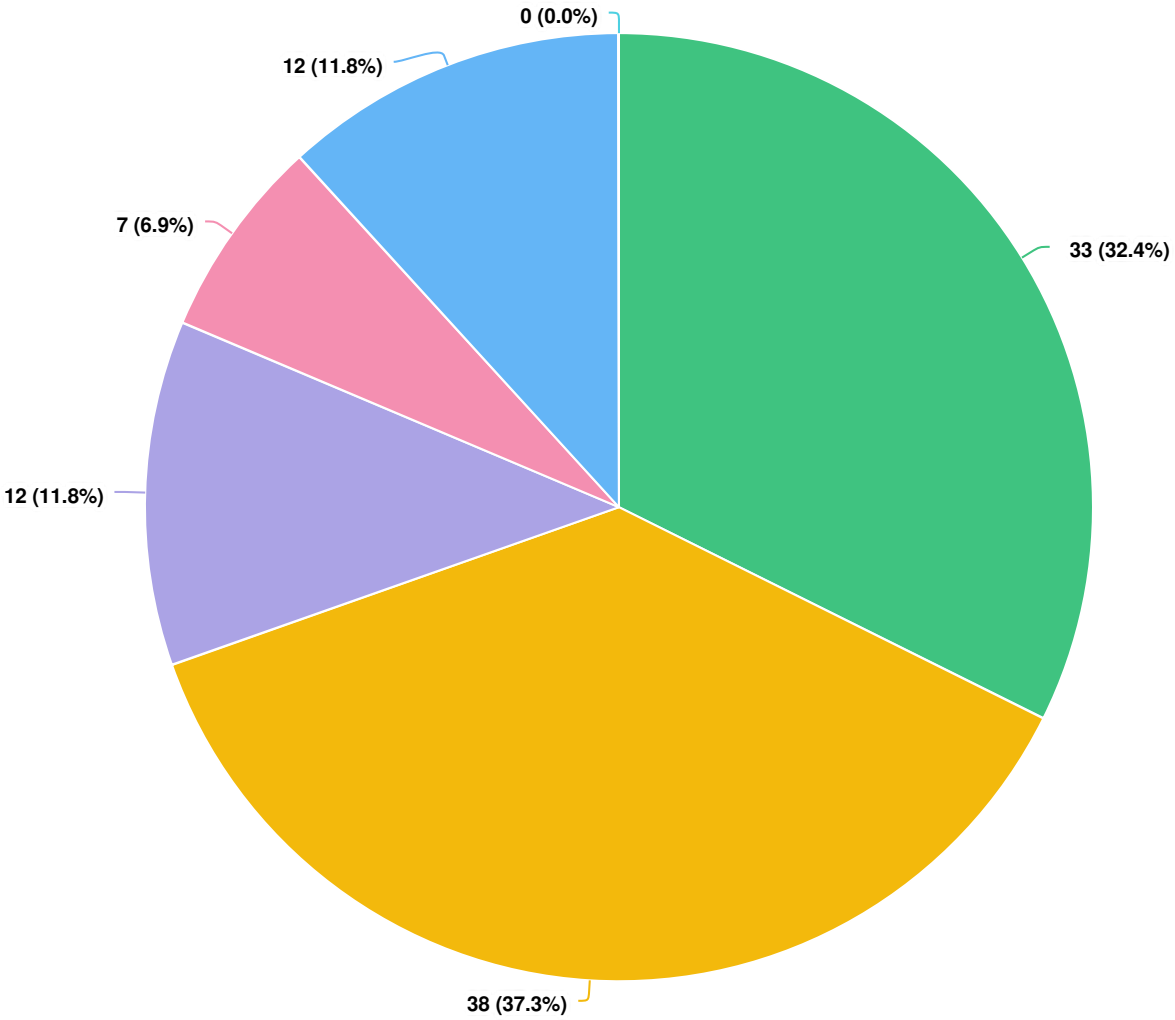
| | |
|---|---|
| 8/04/2020 01:30 PM | walking the streets because there aren't enough people walking the streets - it's a vicious cycle. More places like the Old Grace Hospital Co-op, which enables aging people to remain in their neighbourhoods, while living with a mix of ages. Our city cannot afford to continue to build on its edges, creating longer commutes and increased infrastructure costs. |
| Screen Name Redacted<br>8/05/2020 02:40 PM | Speak and listen to the voters and tax payers to establish a fair process. |
| Screen Name Redacted<br>8/05/2020 03:42 PM | Limit as much as possible, suburban Greenfield sprawl. Work on infill. |
| Screen Name Redacted<br>8/05/2020 04:51 PM | Have a read of this: [redacted] The use of revenue per sq. foot of assessable value would go a long way to reframing some of the debate about infrastructure choices in this city and is highly relevant if we are to start building something sustainable rather than something that makes certain developers richer. |
| Screen Name Redacted<br>8/06/2020 12:31 AM | Stop taking lots of 50 and splitting them. Kids have no back yard or front yard to play, and with people now being overly nosey and tattle tales it's hard to let kids be kids. I can't send my 10yr olds to the park cause someone might call social services. Cause they don't have a parent near them. |
| Screen Name Redacted<br>8/07/2020 10:00 AM | Without administration having the skills or willpower to enforce any policy , then it is irrelevant what the policy is. |
| Screen Name Redacted<br>8/07/2020 01:00 PM | We need to increase density in urban areas. We need to invest in existing buildings. Turn some of the many vacant lots downtown in housing or businesses or parks. We need low income and affordable housing to be included in all new builds. |
| Screen Name Redacted<br>8/07/2020 01:40 PM | Act immediately to incorporate residents in decision-making as EQUALS to Planners. Planning is a philosophical discipline, just like Architecture. They don't consider fact. This is very bad for the City to follow. |
| Screen Name Redacted<br>8/07/2020 02:41 PM | PLAN before you BUILD. This is more than just a vision, we need a team that we can have faith in. We want ACTION, not another questionnaire asking what we want. Glenwood had over 600 signatures about stopping lot-splits without a plan from the city. The city keeps ignoring us. |
| Screen Name Redacted<br>8/07/2020 03:22 PM | Prioritize people over vehicles. That is all. Let the suburbanites howl for their added lane to route 90 - all studies prove that adding another lane simply brings more traffic. Add AT bridges to connect key neighborhoods instead. (Winnipeggers always complain, but we're more adaptable than we know - 2 years in to any change, everyone has moved on to complain about something else.) |
| Screen Name Redacted<br>8/08/2020 08:51 AM | The city needs to recognize that infill is devouring our green space. It's overloading our underground infrastructure, especially in hundred year old neighborhoods. The city needs to have a plan for infill houses to be in line |

| | |
|---|---|
| | with the present character of the neighborhood. I have a friend on Humboldt Street in a 700 square-foot house, surrounded by six x two and three story houses on both sides. He has lived there for 40 years and is now resigned to selling rather than live without sunlight in his windows! These single-family dwellings are going up with several Hydro meters. They are NOT single family dwellings! |
| Screen Name Redacted<br>8/08/2020 02:15 PM | Prioritize transit, walkability and carshares more |
| Screen Name Redacted<br>8/09/2020 01:43 PM | Notification of neighbours when a new build or renovation is being considered; notification of community for larger projects; more open hours in the planning department, to accommodate people trying to look at plans after work. Treat every citizen the SAME!! |
| Screen Name Redacted<br>8/09/2020 03:25 PM | Confirm Rapid Transit Corridors as being core to City's public transportation system. |
| Screen Name Redacted<br>8/09/2020 03:46 PM | Goal 6.7 should specify what it means by "fiscally sustainable". It should mean a development that can financially sustain itself through multiple infrastructure life cycles (ie. intergenerationally). |
| Screen Name Redacted<br>8/09/2020 08:28 PM | Encourage the development of smaller retailers along transit & active transportation corridors. This will allow citizens to shop for the things that need without needing to drive outside of their neighborhood. When I lived in Thailand I would often stop at the mini grocery store that I would pass on my way home. It was run by the same company/under the same name as the larger box stores, but it was about twice the size of a 7-11, and only carried more essential items. Smaller local businesses & perhaps pop up stores would also be a nice addition. |
| Screen Name Redacted<br>8/09/2020 09:04 PM | Start hiring AND LISTENING TO fresh, skilled, progressive transportation and planning professionals. This city is being held back by senior administrators who are stuck in outdated principles. Learn from other cities and stop thinking that we need to reinvent the wheel with everything. Approach infill like Edmonton does: by staffing an entire infill department. Stop getting in the way of communities who want to make their streets safer. Embrace the pilot project and small iterative improvements, rather than consulting for years only to wind up with a permanent thing that everyone is unhappy with (i.e, back-in parking pilot in the Exchange vs Exchange district bike lanes). |
| Screen Name Redacted<br>8/09/2020 11:36 PM | More frequent buses, even outside of rush hours. You want us out of our cars? Give more frequent and reliable bus service... |
| Screen Name Redacted<br>8/10/2020 08:50 AM | The Mayor talks about Winnipeg being a modern city but I don't see where that is happening. Let's have some really gorgeous Indigenous-designed buildings that are absolutely sustainable. Let's have a municipal archive that is tourist-worthy instead of piling more money into police museums and |

| | |
|---|---|
| | exhibit-archives. Let's build places for people to live that are affordable or free who can't afford them. |
| Screen Name Redacted<br>8/10/2020 12:01 PM | rapid transit should be expanded as appropriate and reach each corner of the city, not the university only, especially as our city land area expands. all new neighbourhoods should have access to transit. |
| Screen Name Redacted<br>8/10/2020 02:14 PM | Ensure that land use, transportation, and infrastructure planning are aligned to provide the conditions for compact, complete and connected communities, supported by sustainable transportation options and municipal infrastructure capacity. "compact and connected". Basically, all new construction should be infill. |
| Screen Name Redacted<br>8/10/2020 02:28 PM | engage expertise here in the community - be bold and humane. |
| Screen Name Redacted<br>8/10/2020 04:34 PM | Sprawl needs to pay for sprawl, or not be possible. Remove min parking requirements, allow more mixed use, gentle density, etc. don't tax condos like they're stand alone houses. don't punish those in inner neighborhoods for the sprawl of the outer ones. |
| Screen Name Redacted<br>8/10/2020 05:02 PM | Again I would prefer stronger language around some of the points. I want a more thoughtful approach to growth that is based on climate resilient principles, not only "integrating opportunities" for this. The city has paved over important farmland that could be used for peri-urban agriculture to feed Winnipeggers. Protecting this land through greenbelt type initiatives is a part of city building that also takes into account climate resilience and soil building, and increased food access. |
| Screen Name Redacted<br>8/10/2020 10:31 PM | The City should prioritize building the City to get away from a car-focused city and one that prioritizes walkable cities and sustainable transportation. It's important as having that lens will completely transform how we build our city. For example, to reduce traffic congestion, widening streets is not the solution. We need progressive urban planners that think more in the future. |
| Screen Name Redacted<br>8/10/2020 11:05 PM | Climate Resilient Growth (6.5), Intensification Target (6.6), Complete Streets (6.16), Transit-Oriented Development (6.18, 6.31, 6.32), Affordable and Supportive Housing Options (6.33), Inclusive Public Spaces (6.35, 6.36), Heritage Conservation (6.37) and Neighbourhood Connectivity (6.39). |

**Optional question** (72 response(s), 33 skipped)
**Question type:** Essay Question

**Q25** **Overall, do you agree that the six sustainable development goals are a valuable way to focus City priorities and measure progress to achieve a more sustainable quality of life?**




**Question options**

Strongly agree
Somewhat agree
Neither agree nor disagree
Somewhat disagree
Strongly disagree
Other (please specify)

*Optional question (102 response(s), 3 skipped)*
*Question type: Radio Button Question*

## Q26 Is there anything missing from these goals/are there any gaps?

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 07:21 PM | No the goals are great. The execution is poor. |
| Screen Name Redacted<br>7/13/2020 10:34 PM | Again, daycares and making the city more accessible for people who don't drive |
| Screen Name Redacted<br>7/13/2020 11:16 PM | Safety |
| Screen Name Redacted<br>7/14/2020 09:47 AM | Since "No Poverty" is SDG #1, it seems underrepresented in our city's plan. Housing is also not very prominent, given it's high profile as a current issue of concern across the city. |
| Screen Name Redacted<br>7/15/2020 11:40 AM | These goals are a good addition to the plan from the previous draft. |
| Screen Name Redacted<br>7/16/2020 03:40 PM | Again, the words are good but we need policies that have vision. |
| Screen Name Redacted<br>7/16/2020 09:29 PM | While I feel like the goals are quite comprehensive, I would also like to see a goal of reduced material production and consumption, and less support of large multinational corporations in favour of small local communities. Also I think it should be a goal to make the city more aesthetically pleasing. While aesthetics often seem to be considered an afterthought, or frivolous, I consider it very important to overall quality of life. Not only could it greatly benefit local artists, but it could also improve mental health. I know that personally, my depression gets a lot worse in winter, largely because of the gray, bleak, dingy landscape. I think more beautiful things to look at could improve mental health and support the local artist economy. It would also be nice to try and improve smells and sounds of the city, especially for the visually impaired, for example by planting more fragrant vegetation, attracting songbirds, and encouraging busking. |
| Screen Name Redacted<br>7/17/2020 01:39 PM | They are so vague and bureaucratic as to be meaningless. I cannot envision how this exercise will create positive change. |
| Screen Name Redacted<br>7/17/2020 02:19 PM | poor decisions made all around - focus on the people not the greed |
| Screen Name Redacted<br>7/17/2020 03:18 PM | A globalist new world order control plan limits our individual freedoms. It is not intended to help us but to control us. Individual freedom, fair use for drivers, beauty, and many other things are missing. Scrap the plan if you can. |

| | |
|---|---|
| Screen Name Redacted<br>7/17/2020 05:36 PM | these six options have tenants to sustainability city improvement. Everything to best care for marginalised people of our city needs to be set as a staple in ensuring the visibility & importance that folks deserve. Listening to what is being asked of you as leaders to promote the utmost health of all is imperative. I recognise the difficulty that this is to follow suit is massive sustainable change to long established systematically archaic & racist structures, but as government that people want to look up to it is wholly possible. Please defund the police, hold cops accountable, support the voices & lives of people of colour. |
| Screen Name Redacted<br>7/17/2020 05:39 PM | - |
| Screen Name Redacted<br>7/18/2020 10:42 AM | The people who work for the City are almost all stupid. Time to thin the heard and reduce the size and scope of the city government |
| Screen Name Redacted<br>7/19/2020 12:11 PM | Nope. |
| Screen Name Redacted<br>7/20/2020 12:29 PM | Goals are always a good thing. What I have read lacks specifics. |
| Screen Name Redacted<br>7/20/2020 01:01 PM | The gap is not so much in the goals, but that just about anything can be construed as meeting these goals, whether sustainable or not. It is mushy, malleable, aspirational, and unenforceable. Every bad development and decision, no matter how unsustainable claims to be meeting the goals of OurWinnipeg in its fullest intent, thus diluting its meaning. In this way, the problem is perpetuated. The City needs to select effective measures, benchmarks, and targets, and have them updated and published independently and transparently. Not all development is the same that 'meets the intent of OurWinnipeg'. Not all development is acceptable. |
| Screen Name Redacted<br>7/20/2020 02:29 PM | These goals are admirable and I believe we have considerable work to do in achieving them (this could provide many valuable job opportunities!). I applaud your forward thinking in adopting the UN Sustainable Development Goals. As we work towards these significant achievements, the gaps will become apparent and new issues can be dealt with. I am proud of the city of Winnipeg for taking such an important step, which will have an impact that reaches far beyond our own perimeter. |
| Screen Name Redacted<br>7/22/2020 03:50 AM | Crime and neighborhood safety, traffic management strategies that increase efficiency of flow on major routes, aren't mentioned, and there's no mention of wanting to reduce the flow of traffic through neighbourhoods. That is a huge gap. These are constant problems in our community. They were in the 2020 Plan and while the results were mixed, they should be in the 2045 plan unless crime and traffic problems have disappeared from the City or is it a case of our City Leadership just doesn't care about these problems anymore? |

| | |
|---|---|
| Screen Name Redacted<br>7/22/2020 01:48 PM | No missing goals |
| Screen Name Redacted<br>7/22/2020 02:47 PM | It is very encouraging to see that the City of Winnipeg has attempted to incorporate all 17 of the UN SDGs into their strategy and focus for sustainable growth. Reporting on goals progress and how we are working toward SDG indicators would be desirable to see. |
| Screen Name Redacted<br>7/22/2020 02:49 PM | You are making comments and suggestions that you don't have to be accountable for. |
| Screen Name Redacted<br>7/22/2020 04:54 PM | Consideration of Indigenous voices specifically is a massive gap. |
| Screen Name Redacted<br>7/22/2020 06:44 PM | Although there was no specific mention of the need for Second Stage Housing facilities for women (and their children) fleeing from domestic violence, I do believe, as I have mentioned under each goal, the need is captured in some of the priority goals. The gap is in not specifying this particular demographic and what is happening at an epidemic rate in this city, perhaps because part of the insidiousness of domestic violence is that it mostly (not always) happens behind closed doors, so it becomes easy not to identify it as a priority goal whereas many of those struggling with addictions are more visible in the public eye. Please consider this as of utmost importance as you move forward. |
| Screen Name Redacted<br>7/24/2020 12:28 PM | I can’t stress enough how important it Is to tax the wealthy. So many of Winnipeg’s problems and budgetary shortfalls could be curbed if our leadership had the courage to do this and stand behind it. |
| Screen Name Redacted<br>7/26/2020 03:52 AM | Any initiatives must have a realistic ROI, be it financially or improved service or improved infrastructure. There is inadequate planning and lack of communication between departments. Here's an example from earlier this year. Our neighborhood streets received the spring cleaning. The next day, the city crews de-thatched the boulevards and swept the streets again. The fall cleaning was eliminated resulting in leaf and grass debris clogging sewers which require crews to unclog them in the spring - bring back the fall cleaning I believe there is inadequate data on rapid transit and bike lane utilization. The City must reduce the use and cost of fleet vehicles (way too much personal use allowed at taxpayer expense). There must be accountabilty and proper management of GPS techonology to catch the culprits City needs to better promote residential and commercial composting onsite - the curbside pickup pilot project is a bad idea City needs to improve Transit with more heated bus shelters, reduce cost of transit shelter glass replacement by installing unbreakable glass or plexiglass, reduce transit commute times, reduce vehicle traffic commute time City needs to add more self-serve online options, improve employee productivity (improved timelines and accuracy and improved customer satisfaction levels), implement 24/7 road construction in commercial areas so jobs are completed faster with reduced impacts to |

| | |
|---|---|
| | travle and inconvenience |
| Screen Name Redacted<br>7/26/2020 11:58 AM | Valuable to have goals but more time needs to be spent on action to make our city a place we all want to live in. Politicians should not hide behind goals to address hard questions asked of them. Individual questions should still be addressed honestly and with respect. |
| Screen Name Redacted<br>7/28/2020 01:35 AM | Personal safety, the drug problem, homelessness, mental health issues need much much more attention. |
| Screen Name Redacted<br>7/28/2020 04:45 PM | Yes - gender-and race-based analysis. Women, men, and non-binary folks, and BIPOC folks all experience and use the City in different ways and we should be paying attention to that. Talk to me about curbs. ;) |
| Screen Name Redacted<br>7/29/2020 02:19 AM | I would add a goal to enhance the age-friendly requirements of the city...sidewalks kept clean, better street lighting, better transit vehicles, good signage, crosswalks with times counted down (audible signals). |
| Screen Name Redacted<br>7/29/2020 10:14 PM | A bigger emphasis on pragmatic solutions to giving people of lower socio economic circumstances economic opportunities. |
| Screen Name Redacted<br>7/30/2020 11:07 AM | better access for disabled; homes for homeless |
| Screen Name Redacted<br>7/31/2020 02:08 AM | Imagination |
| Screen Name Redacted<br>7/31/2020 04:25 AM | poverty, crime, drug addiction, housing for the poor, using available land in the city to build up and in instead of out, more apartment housing for university students near U of M, create more housing elsewhere for the students elsewhere, near the U of W that they can access cheaply so getting rid of some slum lords that prey on students. |
| Screen Name Redacted<br>7/31/2020 03:04 PM | Here's hoping you folks build a document with vision and teeth, and the city actually follows it. But I'm not holding my breath. |
| Screen Name Redacted<br>7/31/2020 03:58 PM | I can't think of any. |
| Screen Name Redacted<br>7/31/2020 06:25 PM | The goals are vague and aspirational. More concrete policy suggestions would be both helpful and convincing of the City's sincerity at pursuing these goals. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | As long as the players at the top change-nothing will be sustainable |
| Screen Name Redacted<br>8/03/2020 10:32 AM | Not that I can think of right now |

| | |
|---|---|
| Screen Name Redacted<br>8/03/2020 10:58 AM | I think the city should focus on infrastructure first and foremost, there is no point in development if the roads are crumbling as you walk on them |
| Screen Name Redacted<br>8/03/2020 12:03 PM | Focus on limiting suburban expansion. If the city keeps getting growing but doesn't grow up in the core, the city will fail. |
| Screen Name Redacted<br>8/04/2020 12:48 PM | Training of senior management on (1) how to develop policies vs. procedures - a huge weakness in the City; (2) how to meaningfully incorporate this plan into their departments/agencies; (3) create metrics to which senior management in departments will be held accountable for the policies relevant to their departments. |
| Screen Name Redacted<br>8/05/2020 02:40 PM | No fair process where citizens , voters and tax payers have no say in what happens in their Neighbourhoods because special interest groups have influenced and taken control of what should be more fair process where every ones needs are taken care of. |
| Screen Name Redacted<br>8/05/2020 04:51 PM | Nothing... other than putting them into practice and making decisions based on them. For as long as elected representatives choose to look the other way when it suits them (Yes I'm looking at you, Janice Lukes... Portage and Main plebiscite debacle) I fear little progress will be made. |
| Screen Name Redacted<br>8/06/2020 11:45 AM | Definition of "community return on investment" |
| Screen Name Redacted<br>8/07/2020 10:00 AM | We need to focus on fiscal constraint. Potentially look at the wage burden on the city from surplus staff. Consider how much work can actually be carried out by the private sector, and then we can consider these radical changes if we can afford them. |
| Screen Name Redacted<br>8/07/2020 01:40 PM | The are not valuable because they are ungrounded. They are philosophies based on trends in other Cities that are unlike ours. It's never going to work. |
| Screen Name Redacted<br>8/07/2020 02:41 PM | What is missing is ACTION. I know that my community has lost faith in the mayor and in city in general. Why could you not stop all this lot-splitting via variance? The city is always in reactive stance. A house is crushed and accessible for 3 days....so who cares. Unless some kids falls in and gets hurt. |
| Screen Name Redacted<br>8/07/2020 03:22 PM | All the goals sound good and reasonable and if our City Council is committed to *actually* ensuring ALL decisions are made with these goals in mind... I can only imagine a positive future for all my fellow Winnipeggers, and if we can make life better for the "least" of us, then it's gonna be better for all of us. It would make me so proud to showcase our city if we can make this happen. (But please, term limits for City Councillors - we gotta get fresh perspective in there with more frequency.) |
| Screen Name Redacted<br>8/09/2020 01:43 PM | Not sure, I think we will have to try some ideas and points and learn from those. I am sure stuff is missing, but we will have to use these points and |

| | |
|---|---|
| | then see what needs to be added. |
| Screen Name Redacted<br>8/09/2020 03:25 PM | Need to emphasize inter-generational / next generation needs and opportunities for sustainable development, particularly for New Canadians and Indigenous people. |
| Screen Name Redacted<br>8/09/2020 03:46 PM | I don't think so. |
| Screen Name Redacted<br>8/09/2020 08:28 PM | NA |
| Screen Name Redacted<br>8/09/2020 09:04 PM | They sound wonderful, but again, I just am skeptical that anything will get measured and that this will be a nice document that sits on shelves and doesn't help us get any closer to where we say we want to be. |
| Screen Name Redacted<br>8/10/2020 08:50 AM | Political will and follow-through. |
| Screen Name Redacted<br>8/10/2020 11:27 AM | The language within the document is quite technical/beaurocratic, and wishy washy. Make it easier to read, and more direct. |
| Screen Name Redacted<br>8/10/2020 12:01 PM | keep reaching out to the public for input and take their suggestions. keep us informed as changes are made to the goals and difficulties arise. be transparent. focus on long term city health - of it's people, land and it's waterways. |
| Screen Name Redacted<br>8/10/2020 02:14 PM | Accountability to actually executive. There are all kinds of excellent sounding city planning guides that have been developed over the years. All their recommendations are simply ignored or utterly run roughshod over the second a developer wants to break the rules. Please read all the posts on this blog and carefully consider the author's critiques. [redacted] |
| Screen Name Redacted<br>8/10/2020 02:28 PM | Robust efficient transit; stop sprawl; regulate for walkable communities - abandon old regualtions that hurt innovation in older neighbourhoods. |
| Screen Name Redacted<br>8/10/2020 04:34 PM | They need to have measurable ways to enforce and follow them. Prior plans have proven to not be worth the paper they're printed on - it's pointless if those not in cars continue to be a poorly regarded afterthought in all of the city's decisions. |
| Screen Name Redacted<br>8/10/2020 10:31 PM | I'm not sure I like "Environmental Resilience" to describe the environmental goals as it focuses only on "the capacity to recover quickly from difficulties" when it also should be about solutions to do better. Not sure what the alternative wording should be but it should have the "solutions" angle too. |
| Screen Name Redacted<br>8/10/2020 11:05 PM | There have been criticisms of the United Nations' Sustainable Development Goals as "being inconsistent, difficult to quantify, implement and monitor. Disparaging analysis suggests that there exists a potential inconsistency in |

the SDGs, particularly between the socio-economic development and the environmental sustainability goals."

[redacted] and [redacted]). It is a caution for the City of Winnipeg to consider in choosing to use this framework and setting out in the Strategic Priorities Action Plan how OurWinnipeg will be implemented and progress measured. That raises an additional concern of using the Peg community indicator system to monitor progress. While an admirable initiative, it should be recognized that these indicators were based on the availability of data that could be accessed at no cost, as there was no funding available for ongoing data collection.

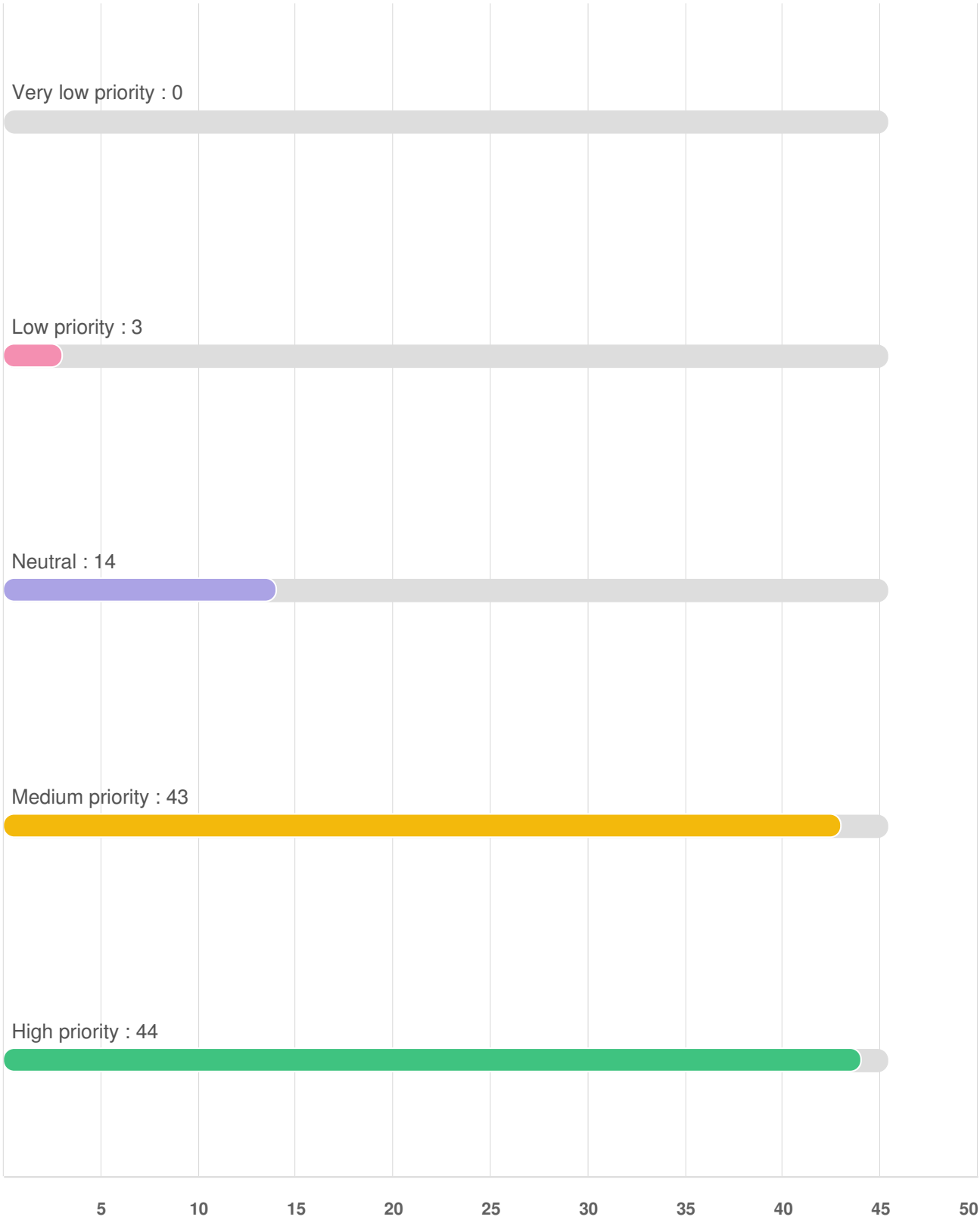
**Optional question** (61 response(s), 44 skipped)
**Question type:** Essay Question

## Q27 Please rate the level of priority you would give the following potential actions by City for a more sustainable Winnipeg in the future:

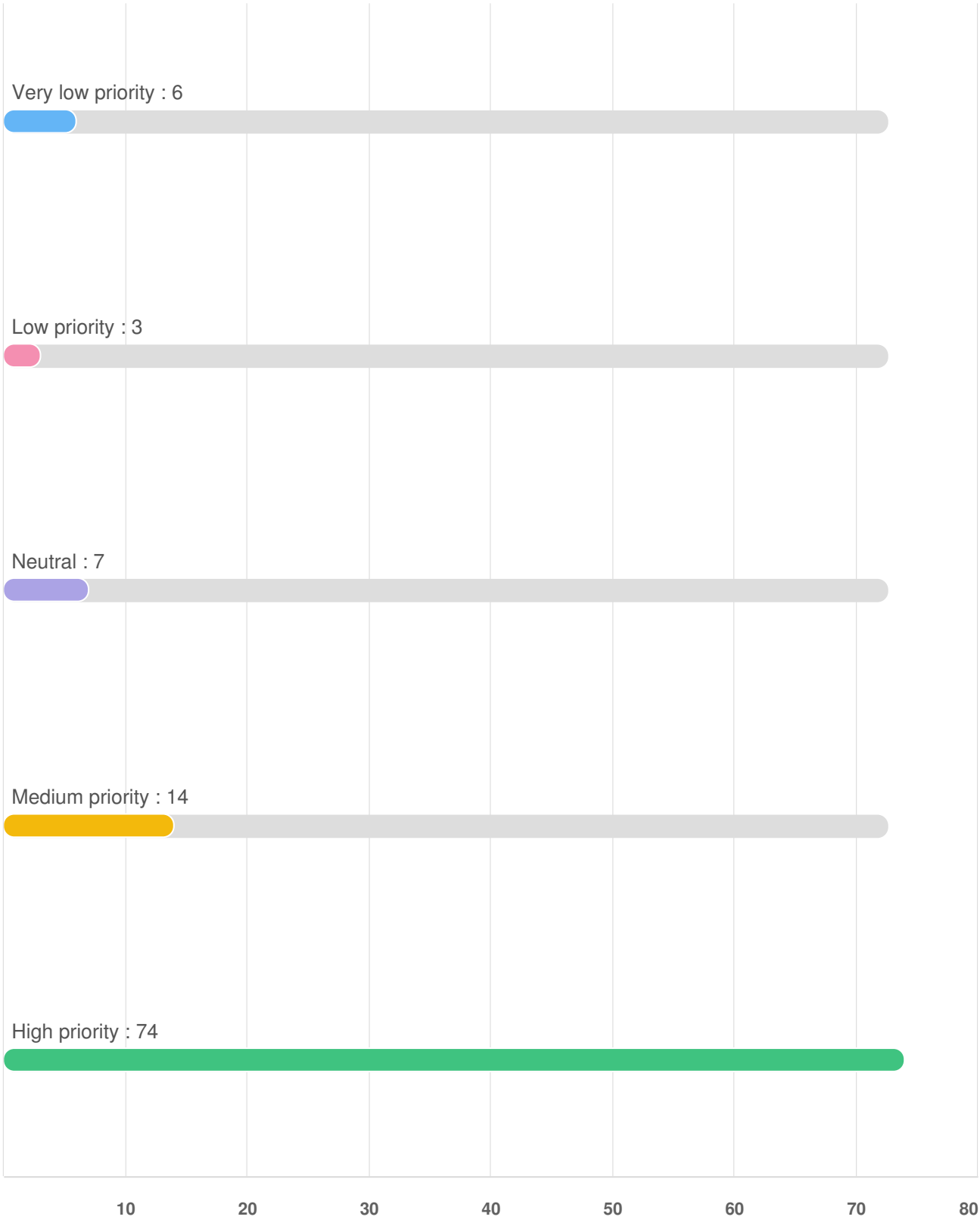



*Optional question (104 response(s), 1 skipped)*
*Question type: Likert Question*

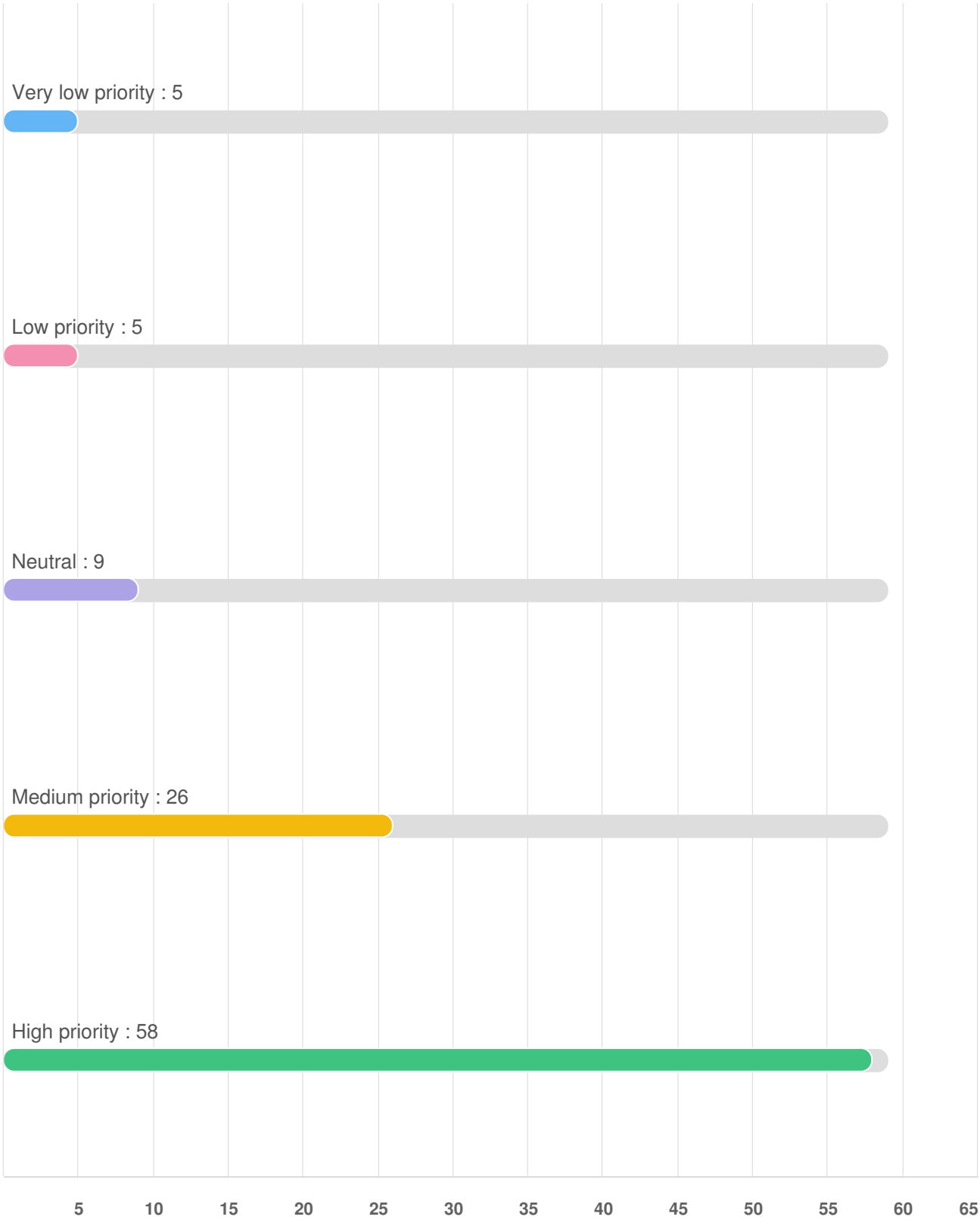
### a) Make it easier to be informed about, and participate in, key long-term decisions that are being made at City Hall



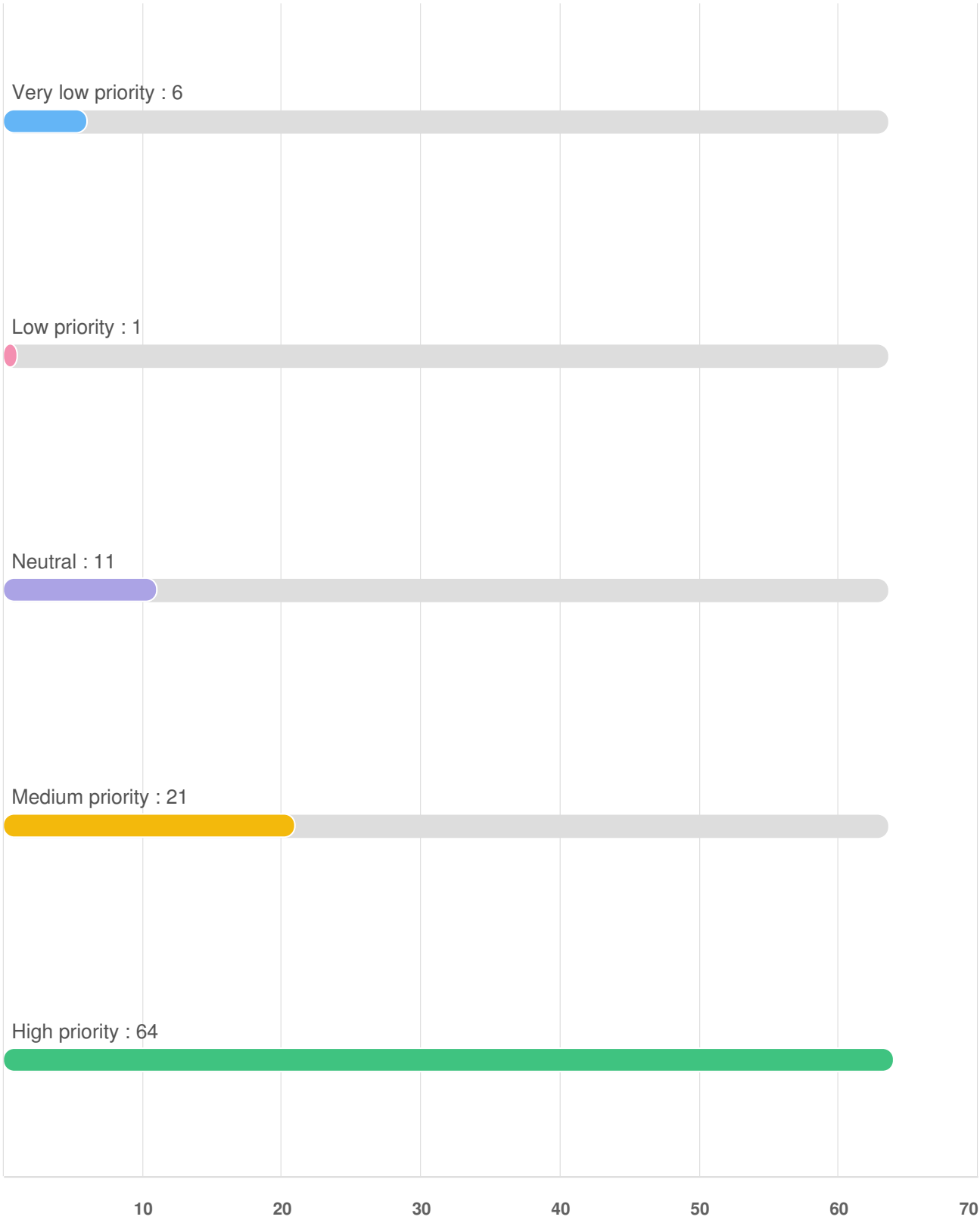
**b) Make it easier for more people to access daily needs by walking, cycling or using public transit rather than a car**



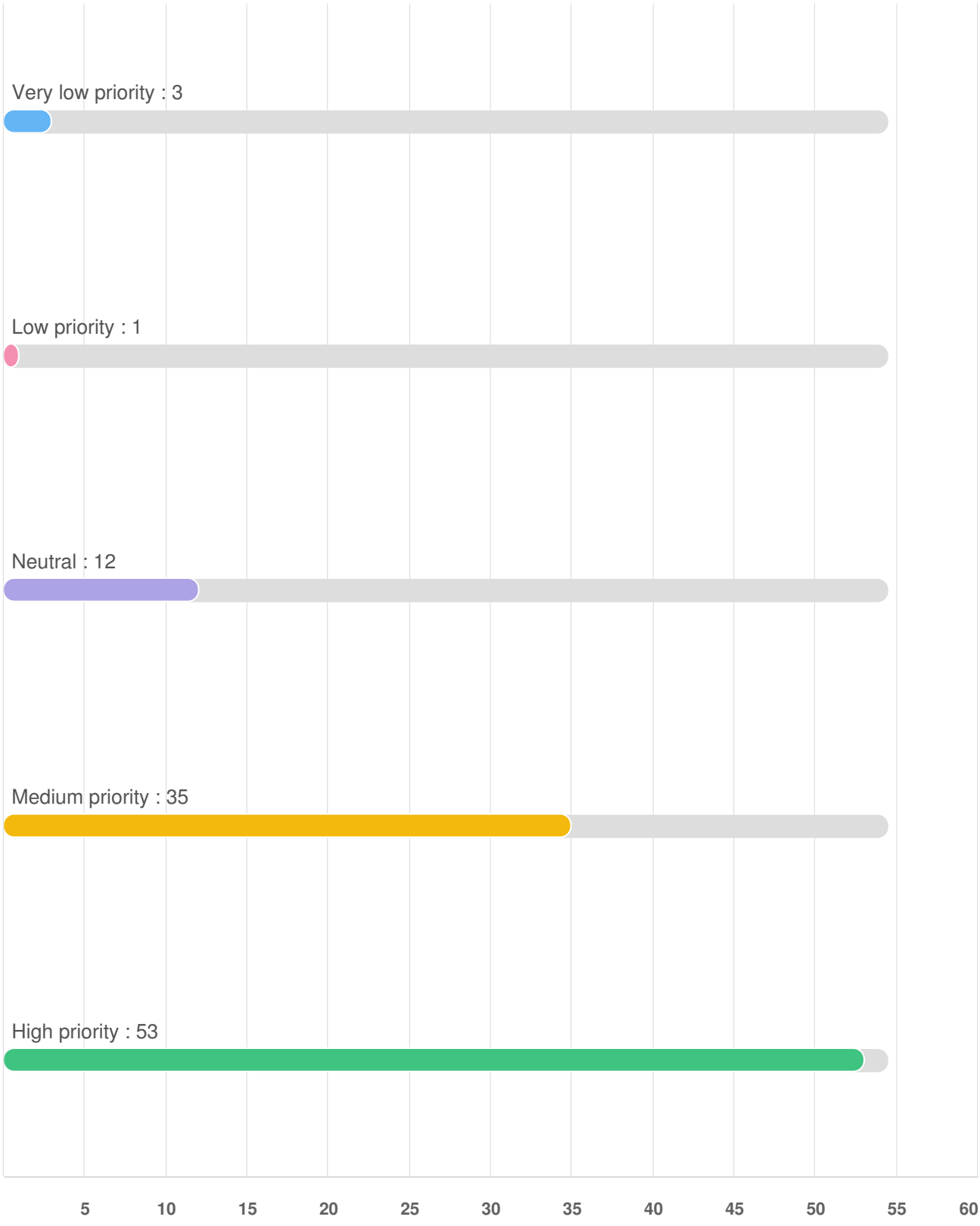
### c) Make it easier to make renewable resource, water efficiency and local food choices that support climate action and good health



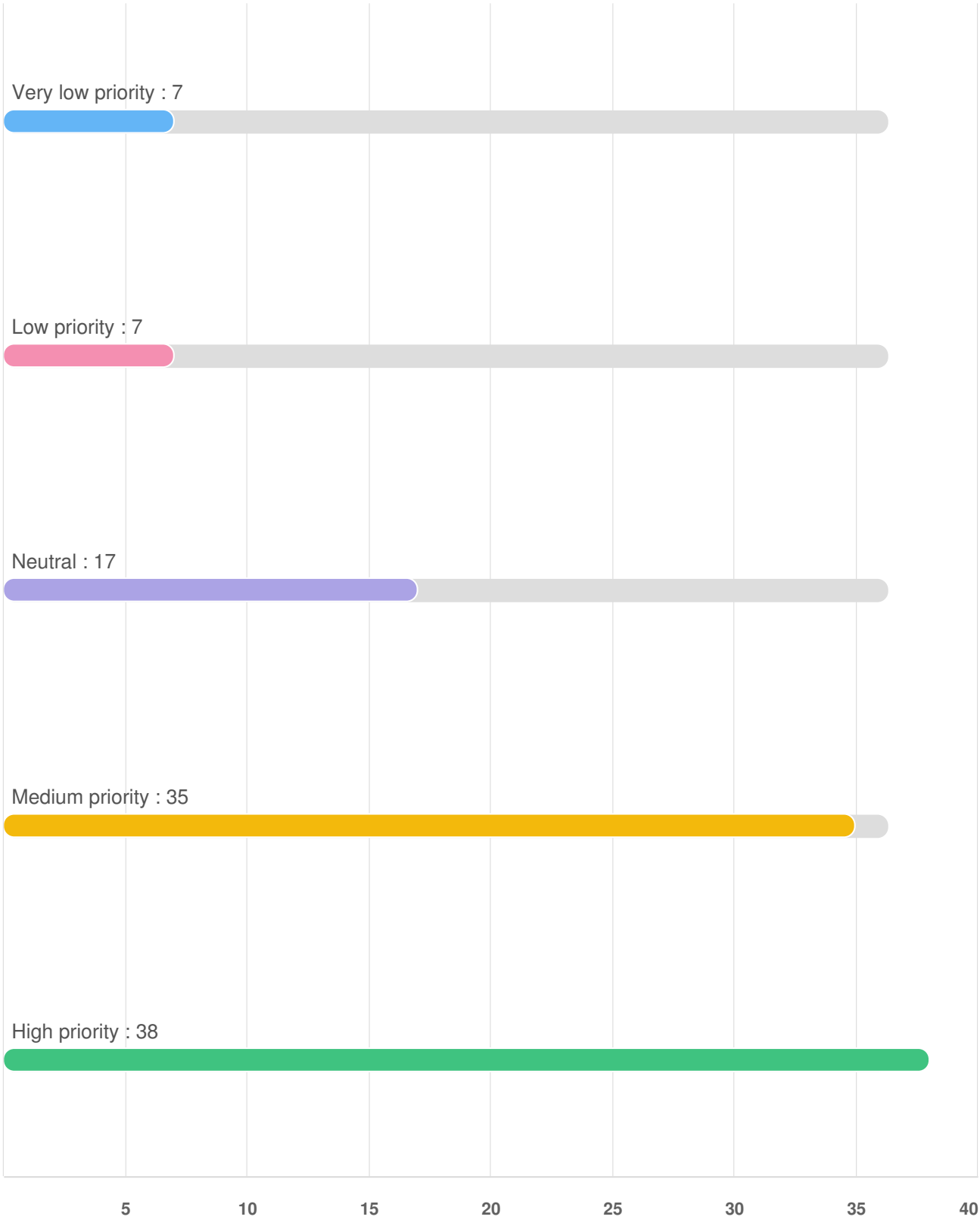
### d) Support a variety of additional housing options in existing neighbourhoods that support revitalization and allow more people to age in place



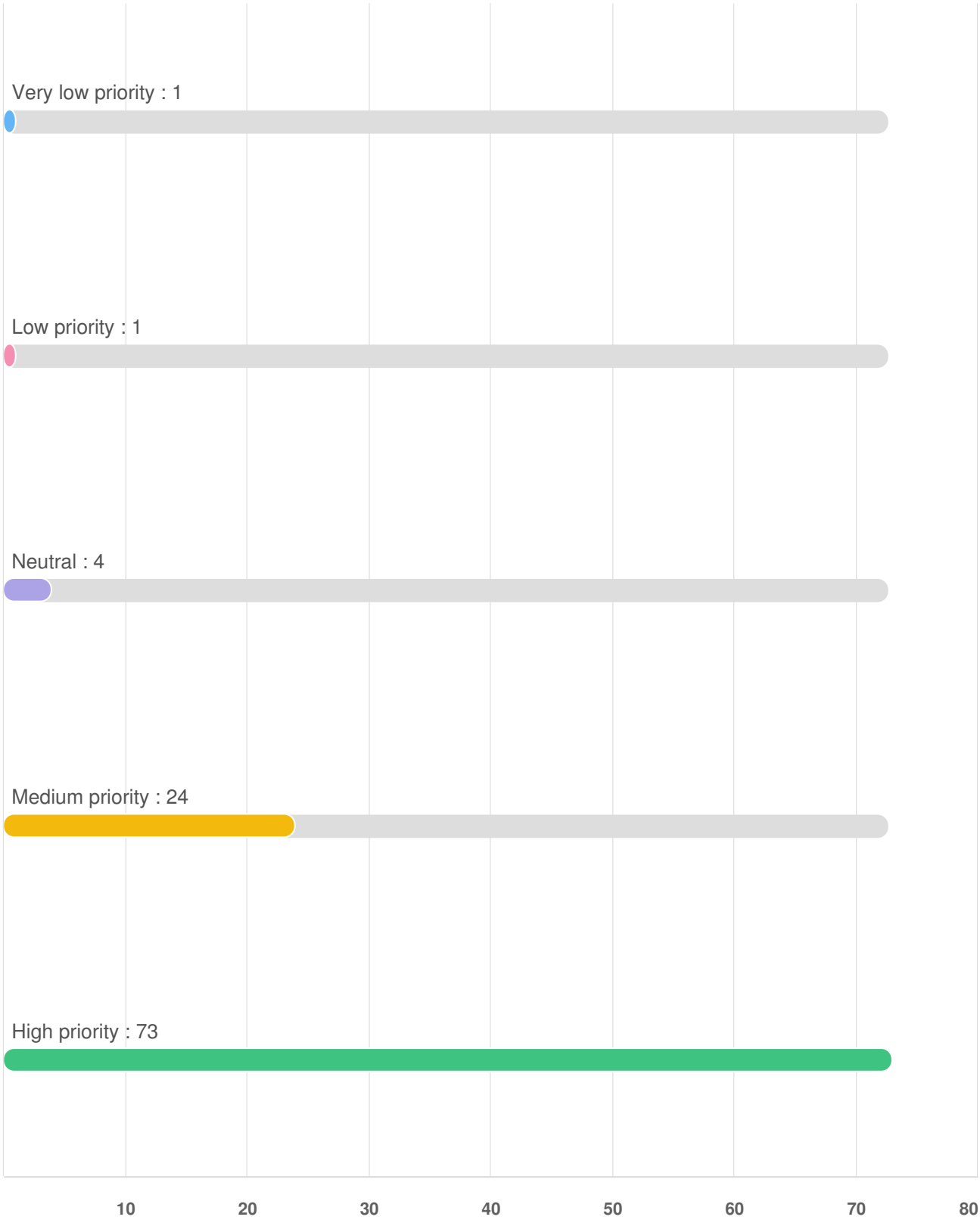
### e) Support further development opportunity for neighbourhood-scale businesses that are locally owned



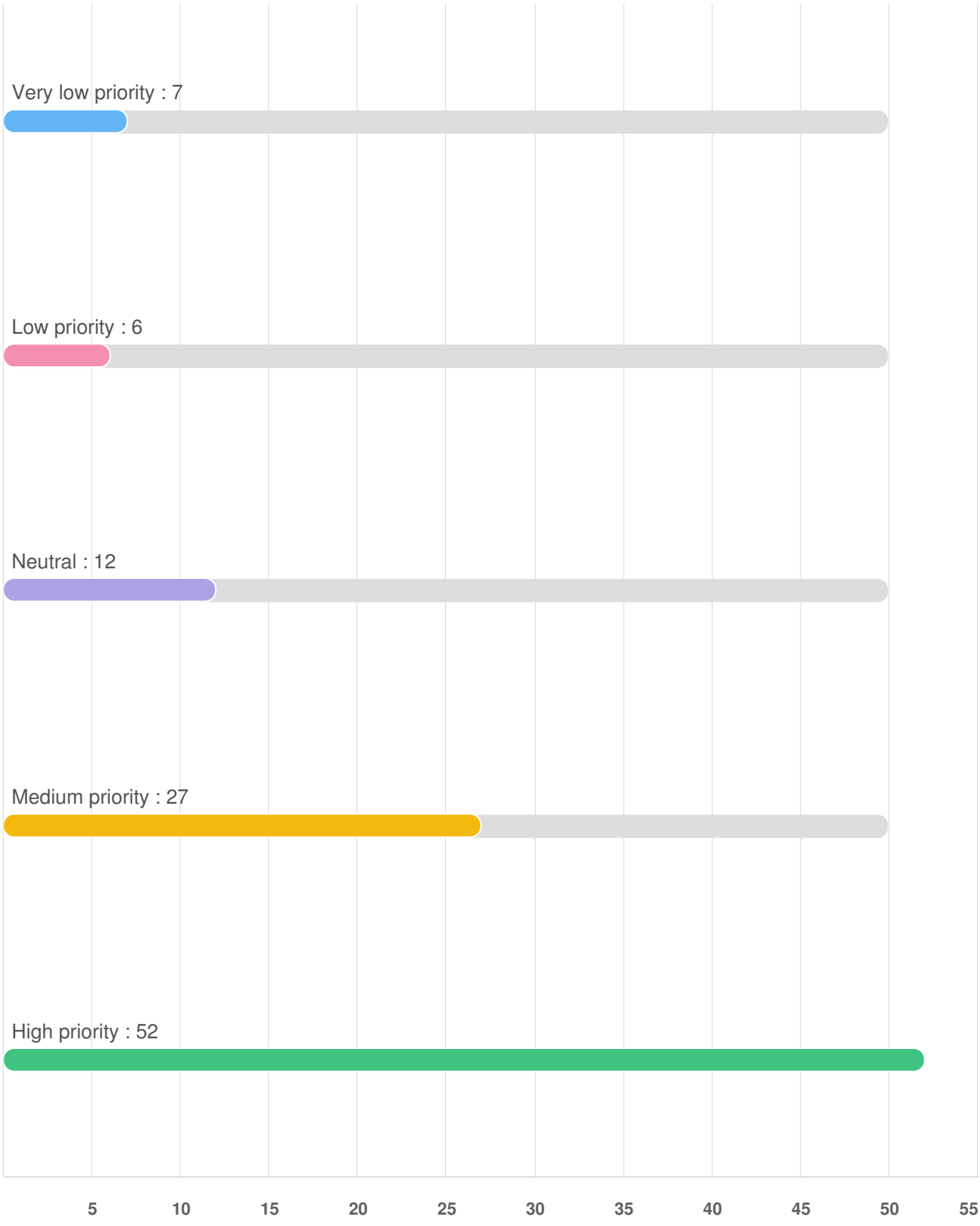
### f) Enable more people to make environmental and socially-conscious purchasing choices



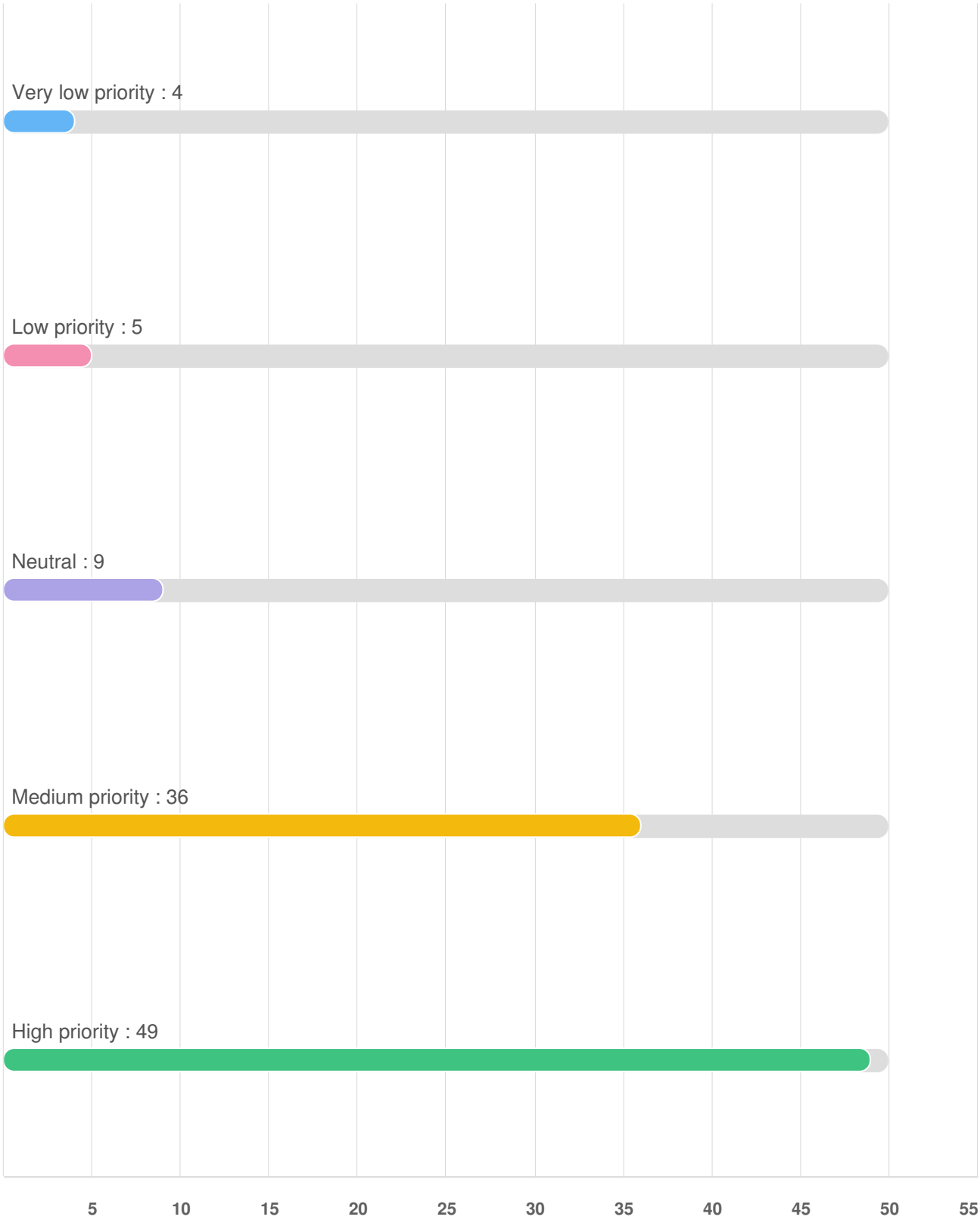
### g) Ensure that residents continue to have convenient access to nature and outdoor activity as the city grows in population



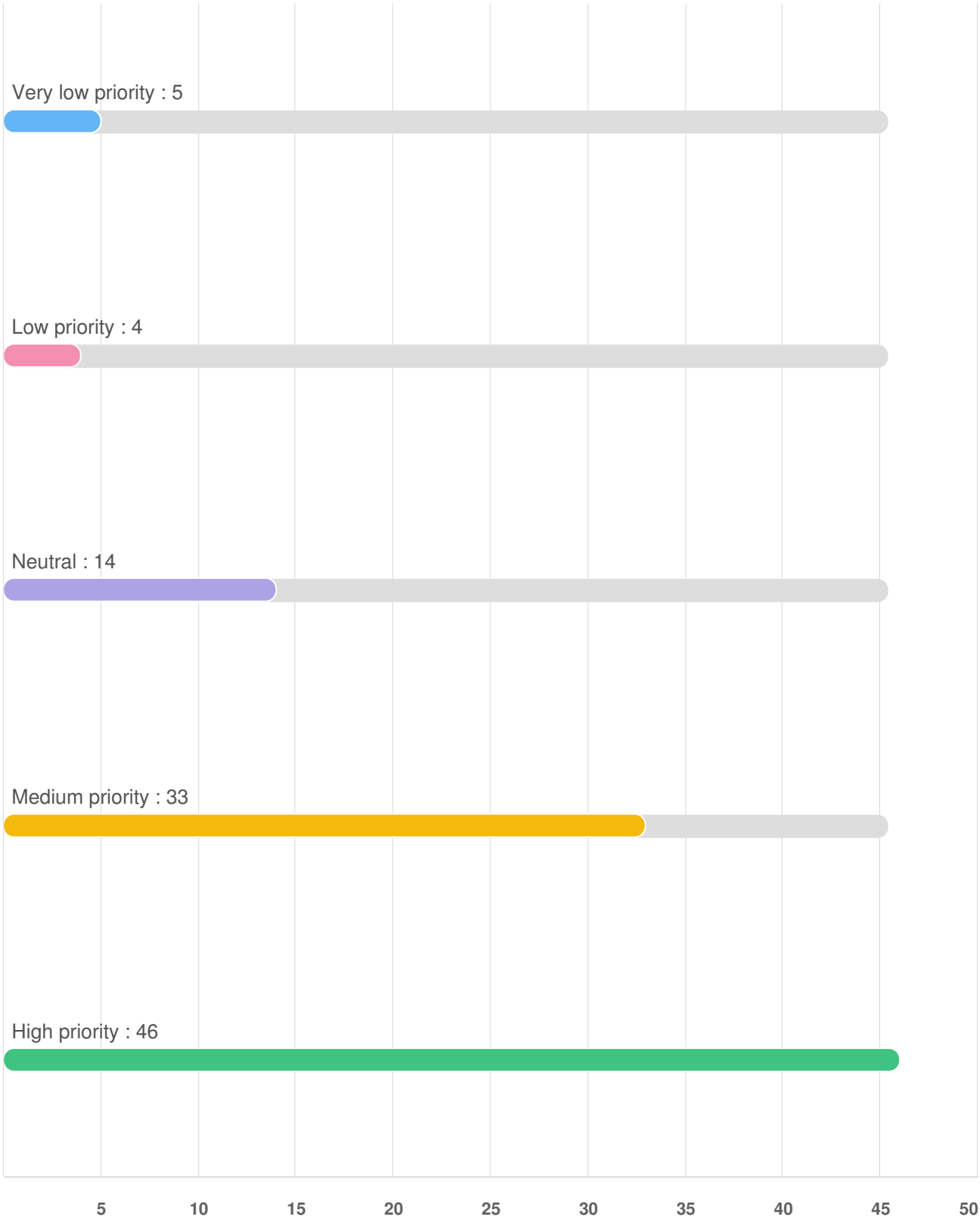
### h) Support new housing development that provides more people with affordable access to neighbourhoods of choice



### i) Enable residents to discard less waste through reduced use of non-renewable material



### j) Accommodate multi-cultural and multi-generational interaction through access to shared space, facilities or resources in neighbourhoods




**Q28** **Is there anything else you would like to add?**

| | |
|---|---|
| Screen Name Redacted<br>7/13/2020 11:16 PM | Enable residents to find a daycare faster, which will support gender equality and business opportunities. |
| Screen Name Redacted<br>7/15/2020 11:40 AM | The introduction of a Compost collection program is essential, in regards to item I. |
| Screen Name Redacted<br>7/16/2020 02:26 PM | Please prioritize high investment in all ages and abilities active transportation. This is connected to all 6 of your goals, yet continued to get only crumbs in the budget. |
| Screen Name Redacted<br>7/16/2020 03:40 PM | First Nation population is implied but not stated. It is part of reconciliation. |
| Screen Name Redacted<br>7/16/2020 09:29 PM | I don't like the goal of economic prosperity. The economy exists as an imprecise proxy measurement of human wellbeing. While ideally, a flourishing economy should be an indicator of a flourishing population, this isn't always the case. I believe it's better to try and measure human wellbeing through more direct indicators. The economy should be a tool to achieve human wellbeing, not a goal in its own right. The most flourishing economy imaginable is useless if people are still miserable. |
| Screen Name Redacted<br>7/17/2020 12:02 PM | Support for neighbourhood scale social enterprises and non profits (not just businesses) |
| Screen Name Redacted<br>7/17/2020 01:39 PM | what does option D above mean? It sounds like encouraging rooming houses, which does not seem a reasonable solution to anything. |
| Screen Name Redacted<br>7/17/2020 02:19 PM | Everyone should work together, who cares where there roots are - we are all canadians.. quit bowing down to multi culturism.. way to much money spent on language issues.. |
| Screen Name Redacted<br>7/17/2020 05:39 PM | - |
| Screen Name Redacted<br>7/18/2020 10:42 AM | Taxation is theft. When making spending decisions, the city must remember that not a single resident was asked if they wanted to pay taxes. The choice MUST always be to spend less |
| Screen Name Redacted<br>7/19/2020 12:11 PM | Promoting active transportation while leaving cyclists & pedestrians immune to enforcement is irresponsible. The taxes I've paid & the money you spent money on sidewalks is a total waste if folks are going to wander all over our roads. |
| Screen Name Redacted<br>7/20/2020 12:29 PM | SCHOOLS. TRANSPORTATION. STOP WASTING MY MONEY - re land deals and police |
| Screen Name Redacted<br>7/20/2020 02:29 PM | This is a truly exciting step for Winnipeg to be taking, and I am pleased to be part of the effort! |

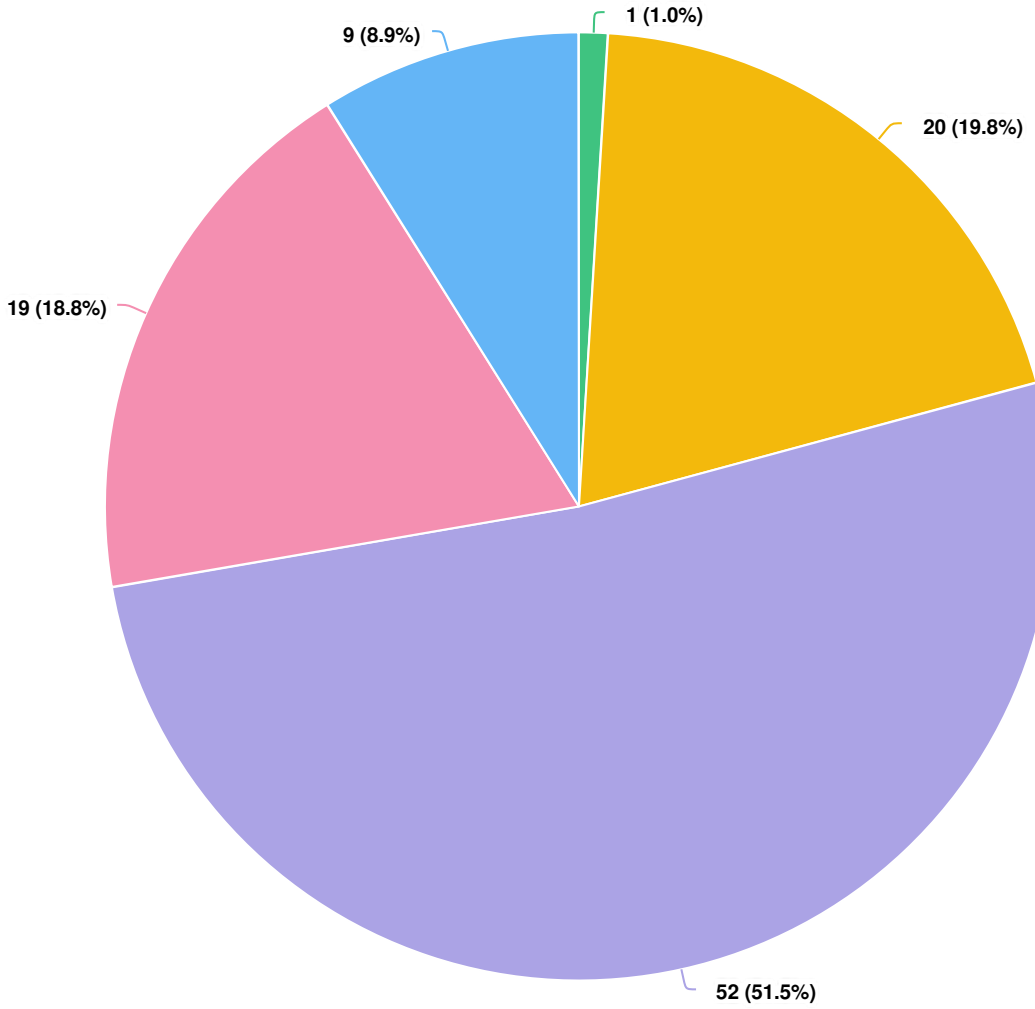
| | |
|---|---|
| Screen Name Redacted<br>7/22/2020 03:50 AM | This document is full of flowery platitudes, which isn't helpful. The City should focus on plain language and with that focus on its core services: Transportation, police, fire, transit, zoning (stop sprawl), water, sewer, community centres, and parks. |
| Screen Name Redacted<br>7/22/2020 09:06 AM | You need to have that residents continue to have access to swimming pools, community centres and ice rinks as part of the whole picture. you cannot focus just on nature and outdoor activities. |
| Screen Name Redacted<br>7/22/2020 02:38 PM | We went through this process years ago with the OurWinnipeg plan and then council basically ignored the results for years. Will this plan be just a document that is received as information or will this be something that has teeth to it? The guidelines need to be followed. Currently council and some departments are just ignoring them. Look at the resurfacing of Grant, which calls for an enhanced bike lane. Public works "forgot" to put it in. So now cyclists will continue to be at risk while using a connection to the route out to Headingly (which is very popular with cyclists). So, will this plan be anything more than an exercise? |
| Screen Name Redacted<br>7/22/2020 02:49 PM | We as a City just need to start being more accountable for our actions and inactions and stop listening to the whiners who complain about everything and don't want the City to grow. |
| Screen Name Redacted<br>7/22/2020 04:54 PM | Indigenous voices! |
| Screen Name Redacted<br>7/22/2020 06:44 PM | Make it easier for the City to become informed about what is happening in the context of domestic violence in this city. |
| Screen Name Redacted<br>7/26/2020 03:52 AM | Highes priorities are improving protection services, improving infrastructure, improving traffic flow, and encouraging business growth, all the while reducing taxes |
| Screen Name Redacted<br>7/26/2020 11:59 AM | Please provide numbers when discussing safety concerns. Speed limits have been changed around schools and now there is talk of doing is on all residential streets in the name of safety. However you never proved numbers of how many accidents are occurring because of the raised speed limit. Perhaps it would be better yo address the fact that we have no high or medium speed routes to get through the city. We need to put stop lights on them every km because the city planners planned a major housing development with out a school that now has a bunch of kids that need y cross 8 lanes of traffic. Our speed zones are never about safety they are about revenue streams for the police or we would be putting flashing lights at the start of the speed traps |
| Screen Name Redacted<br>7/29/2020 02:19 AM | Make parks dog-friendly (NOT off leash) by having good walking paths and benches and bag dispensers next to garbage pils. |

| | |
|---|---|
| Screen Name Redacted<br>7/30/2020 11:44 PM | Everyone should pay taxes. Stop allowing certain groups to have exemptions from taxes. That includes businesses, farmers, churches, not-for-profit, Indigenous Groups, etc. !!! |
| Screen Name Redacted<br>7/31/2020 04:25 AM | A transit system to the north will be a good idea for Winnipeg and Manitoba. By rail or by a new greyhound like system, smaller communities will need to be tied to the larger whole Tesla has large electric Semi Trailer Trucks .. that might be a good idea .. if they have buses that can be charged reliably to go from Winnipeg to Thompson, then that could be something to look into. Do hot air balloons if you need to keep goods and services going to the north .. it will be vital for the future of the province and nation as a whole. |
| Screen Name Redacted<br>7/31/2020 06:25 PM | I consider dense neighbourhoods that are mixed-use, mixed-income, and permit a variety of transport and commuting options to be absolutely critical. Most of the other goals will come naturally from achieving this. c) and f) are very important to me personally, but I suspect the most effective solutions would come from the provincial or federal governments rather than the city. I support j) as a goal, but I believe it's the sort of thing that follows from good urban development rather than being the goal itself. A well-planned city will have multi-cultural and multi-generational interaction as a natural result. |
| Screen Name Redacted<br>8/01/2020 11:43 PM | Discuss sewage issue and fixing it and delivery of clean water to my home |
| Screen Name Redacted<br>8/03/2020 10:32 AM | This city needs to act as a big city not a small town. Be fiscally responsible, increase density and improve walkability/bikeability |
| Screen Name Redacted<br>8/03/2020 10:58 AM | Repair and rebuild roadways to ensure that transit, cyclists and those who walk are not in danger of damage to their health or vehicle. |
| Screen Name Redacted<br>8/03/2020 12:03 PM | Focus on intensifying the downtown and more importantly the inner city neighbourhoods. Build walkable and vibrant communities and neighbourhoods. That requires density and money and good built form. Make sure buildings actually encourage walking and vibrancy. Build right up to the sidewalk. Again look at neighbourhoods in other cities that do this well. Queen St W in Toronto for example. |
| Screen Name Redacted<br>8/05/2020 02:40 PM | SAVE THE TREES WE HAVE AND PLANT MORE. |
| Screen Name Redacted<br>8/05/2020 04:51 PM | If these are our goals... do it. Constantly asking those who are disengaged what they think about a carefully considered plan to achieve these goals results in compromise and claw backs that then allow the self same people to say "well that was a waste of money". Point in case: Esplanade Riel/Provencher Bridge, home of the $1million washroom is now a city icon. Murray had a vision and followed through on it. We all benefit. |
| Screen Name Redacted<br>8/07/2020 11:42 AM | use money from policy budget to enhance communities and actually fund community resources |

| | |
|---|---|
| Screen Name Redacted<br>8/07/2020 01:40 PM | You're still showing a developer-led perspective. Mature neighbourhoods do NOT have the infrastructure to accommodate over-population. Our sewers need renewal due to over-use. Our roads are a mess from the trucks. When you show bias against older areas (needing "revitalization"), this does not build trust...or a healthy vibrant city. It makes citizens mad. |
| Screen Name Redacted<br>8/07/2020 02:41 PM | Until I got involved with the infill practices in my community, I had no idea just how ineffective the city is in managing property development. I assumed that developers were being fined; I assumed that safety was of utmost importance; I assumed that by-laws were enforced; I assumed that the city was proactive and had vision. |
| Screen Name Redacted<br>8/07/2020 03:22 PM | Good list! |
| Screen Name Redacted<br>8/08/2020 08:51 AM | No more monstrous infill houses! Improve transit for all, and not just in rapid transit corridors. |
| Screen Name Redacted<br>8/09/2020 01:43 PM | I feel the City shows no respect and consideration for its citizens, and I notice this acutely since my neighbour built his monster house 5 years ago and no one at the City can explain to me why my home was destroyed without my knowledge or consent. Since then, many articles in the newspaper show this same lack of respect and consideration to both citizens and small business. The City has forgotten that everyone should be treated the same, and a more even playing field benefits everyone. |
| Screen Name Redacted<br>8/10/2020 08:50 AM | Please do something and don't just talk about it. |
| Screen Name Redacted<br>8/10/2020 02:14 PM | Why have you allowed yourself to be the ones responsible for cleaning up all the single use plastic packaging waste companies produce? Get some stiff regulations against wasteful packaging. Figuring out what to do with all the plastic wrapping Walmart put around their products shouldn't be your fault. |
| Screen Name Redacted<br>8/10/2020 04:34 PM | A focus on this one - Make it easier for more people to access daily needs by walking, cycling or using public transit rather than a car - would probably greatly assist bringing the other ones about. |
| Screen Name Redacted<br>8/10/2020 05:02 PM | b) c) and g) options above are really exciting for me. I want a city that supports my family's mental health, recreation/physical activity, and healthy food choices through improved access to green space that is close by, that also improves ecosystems, protects biodiversity, and supports habitat. |

**Optional question** (41 response(s), 64 skipped)
**Question type:** Essay Question

## Q29 What is your age?

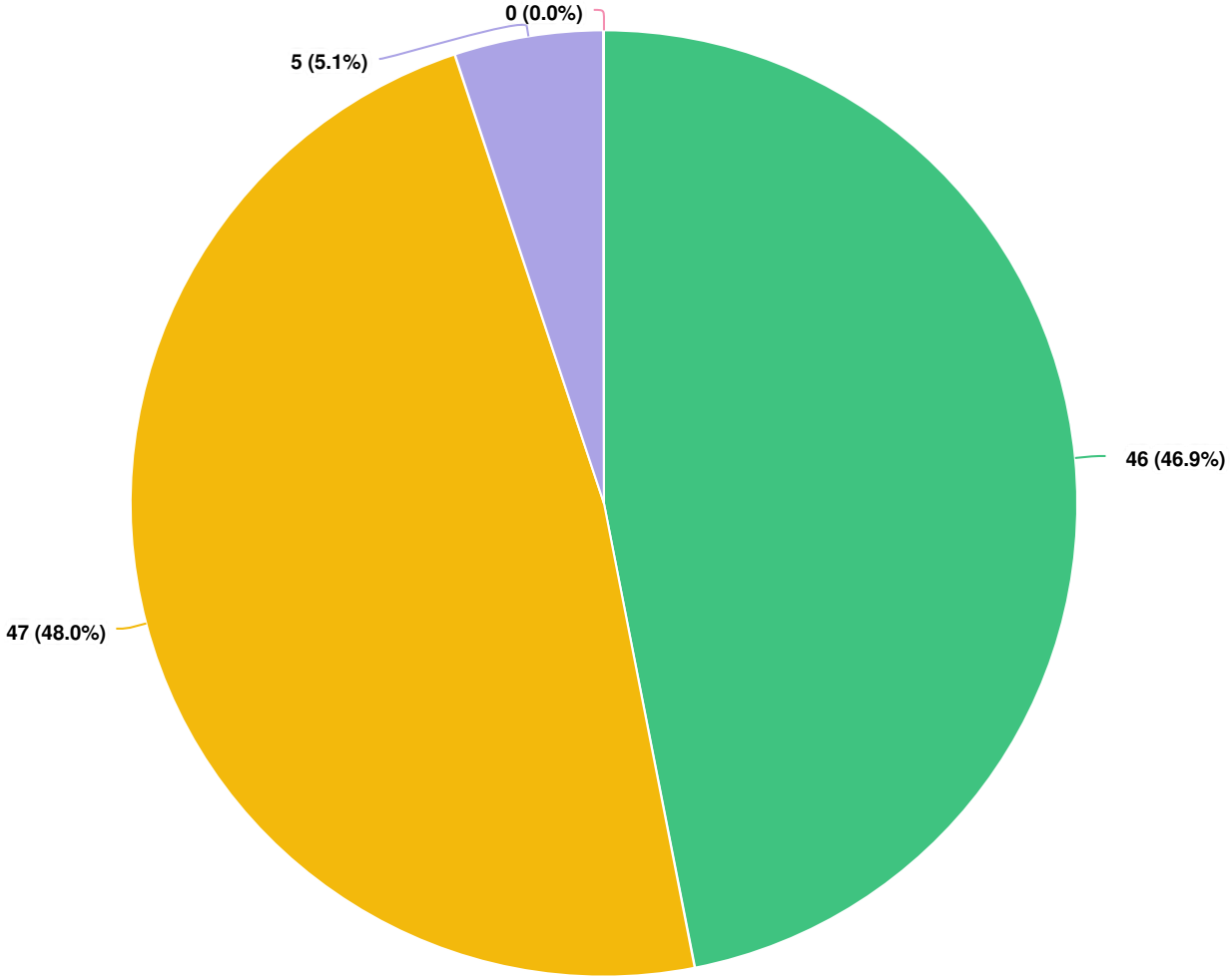



**Question options**

65+ 55-64 35 - 54 18 - 34 Under 18

*Optional question (101 response(s), 4 skipped)*
*Question type: Radio Button Question*

## Q30 Please indicate your gender:

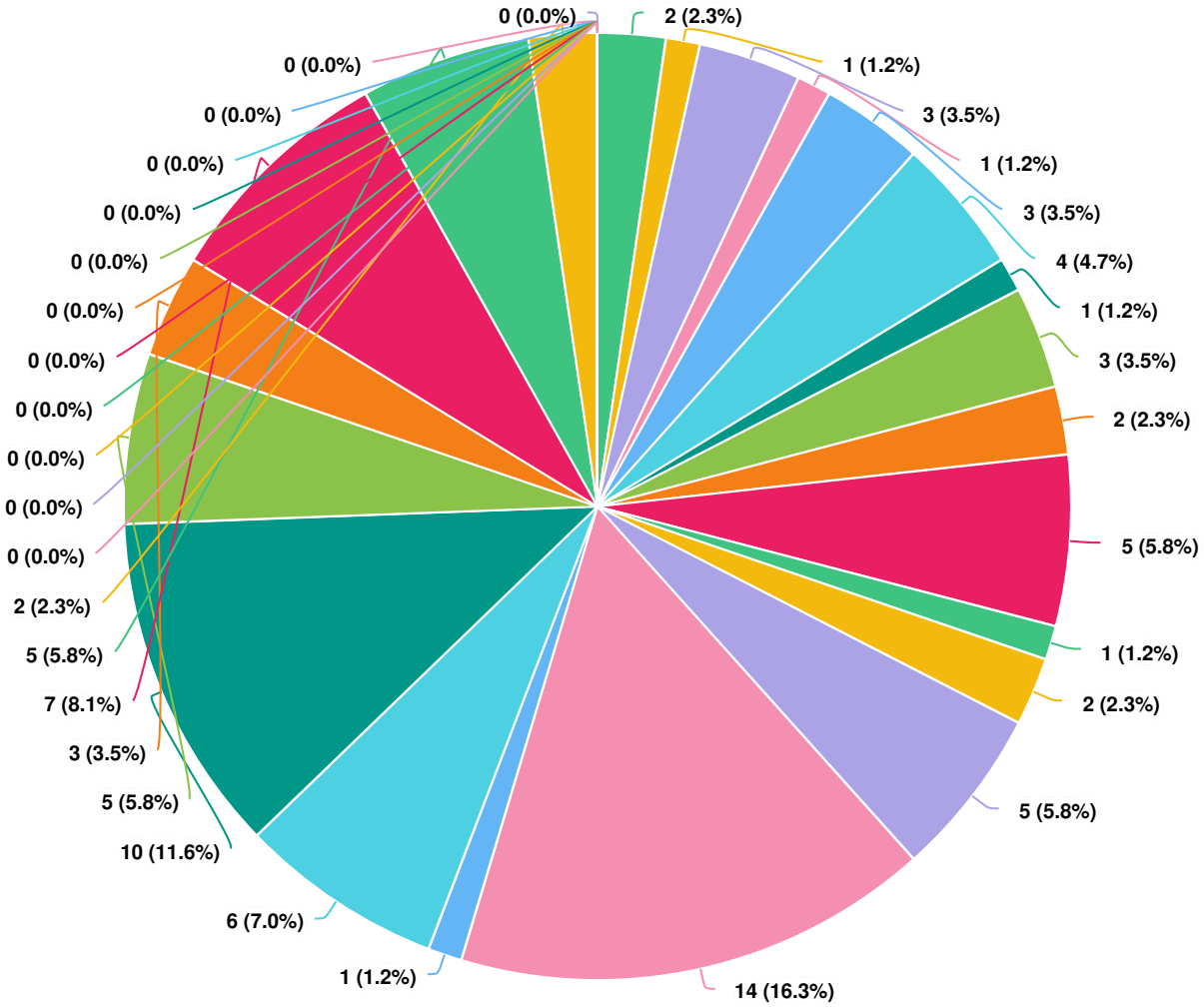



**Question options**

Other: Prefer not to say Female Male

*Optional question (98 response(s), 7 skipped)*
*Question type: Radio Button Question*

## Q31 Please provide the first three characters of your postal code:

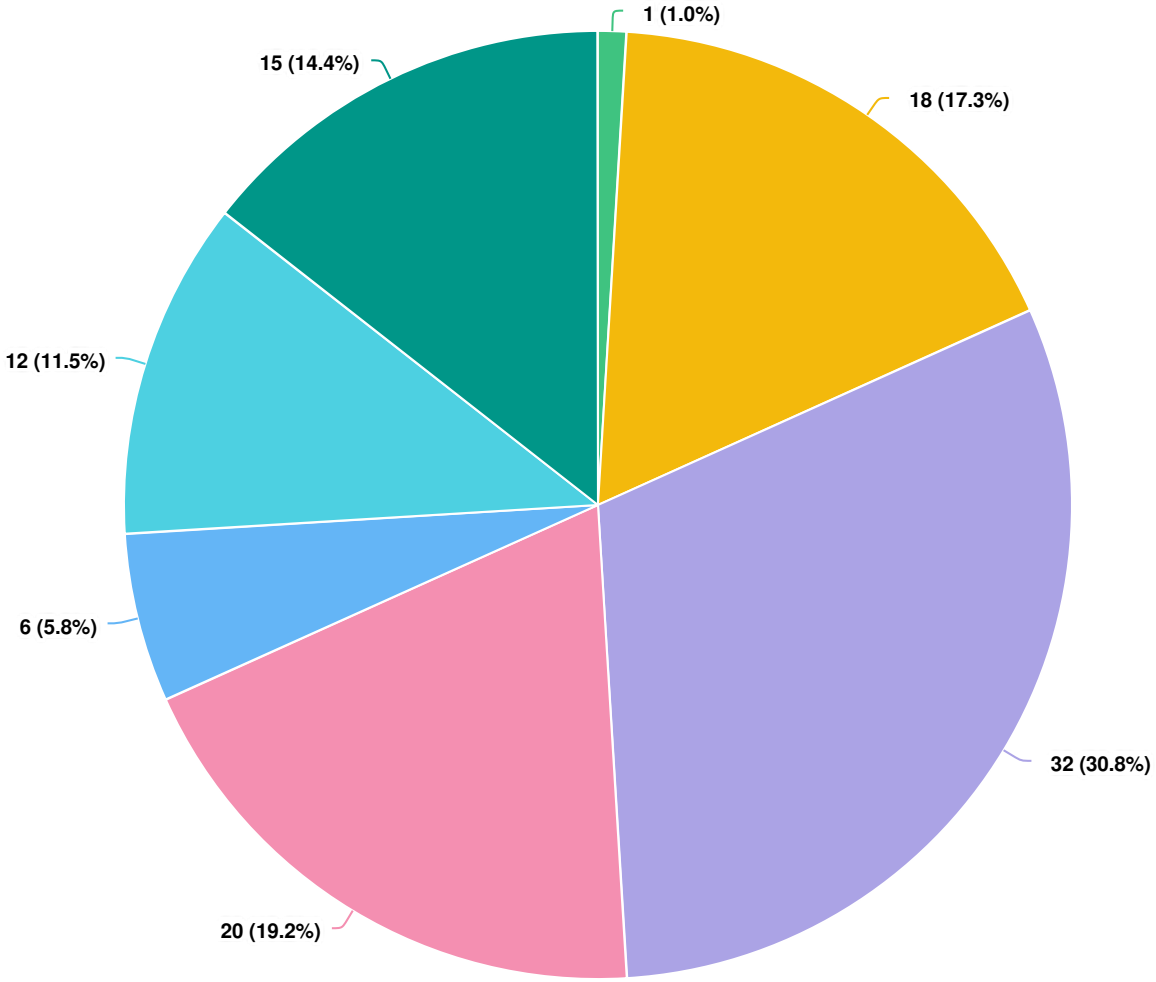



**Question options**

R3W R3V R3S R3R R3J R3H R3E R3A R2Y R2R R2E
R2C R3Y R3X R3T R3P R3N R3M R3L R3K R3G R3C
R3B R2X R2W R2V R2P R2N R2M R2L R2K R2J R2H
R2G

*Optional question (86 response(s), 19 skipped)*
*Question type: Dropdown Question*

## Q32 How did you hear about this project? Please check all that apply.




**Question options**

Other (please specify) Word of mouth Website Twitter Facebook Public Engagement Newsletter Newspaper

*Optional question (104 response(s), 1 skipped)*
*Question type: Radio Button Question*

# NotreWinnipeg

## SURVEY RESPONSE REPORT

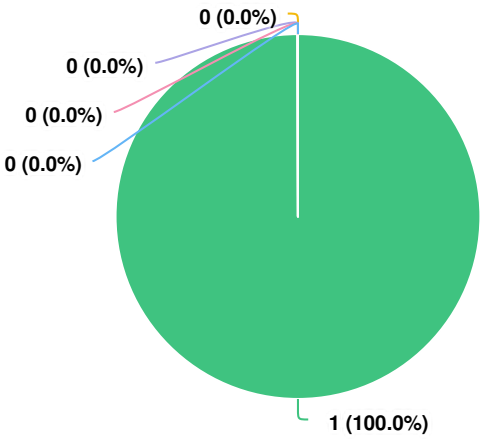
**12 July 2020 - 30 September 2020**

**PROJECT NAME:**
**Planifier notre avenir commun : NotreWinnipeg et SOCC 2.0**

BANG THE TABLE engagementHQ

# SURVEY QUESTIONS

## Q1 De votre point de vue, comment la ville se situe-t-elle actuellement par rapport au but, à l'objectif et au cadre politique...




**Question options**

Mauvais | Très bien | Bien | Sans opinion / manque d'information | Très mauvais

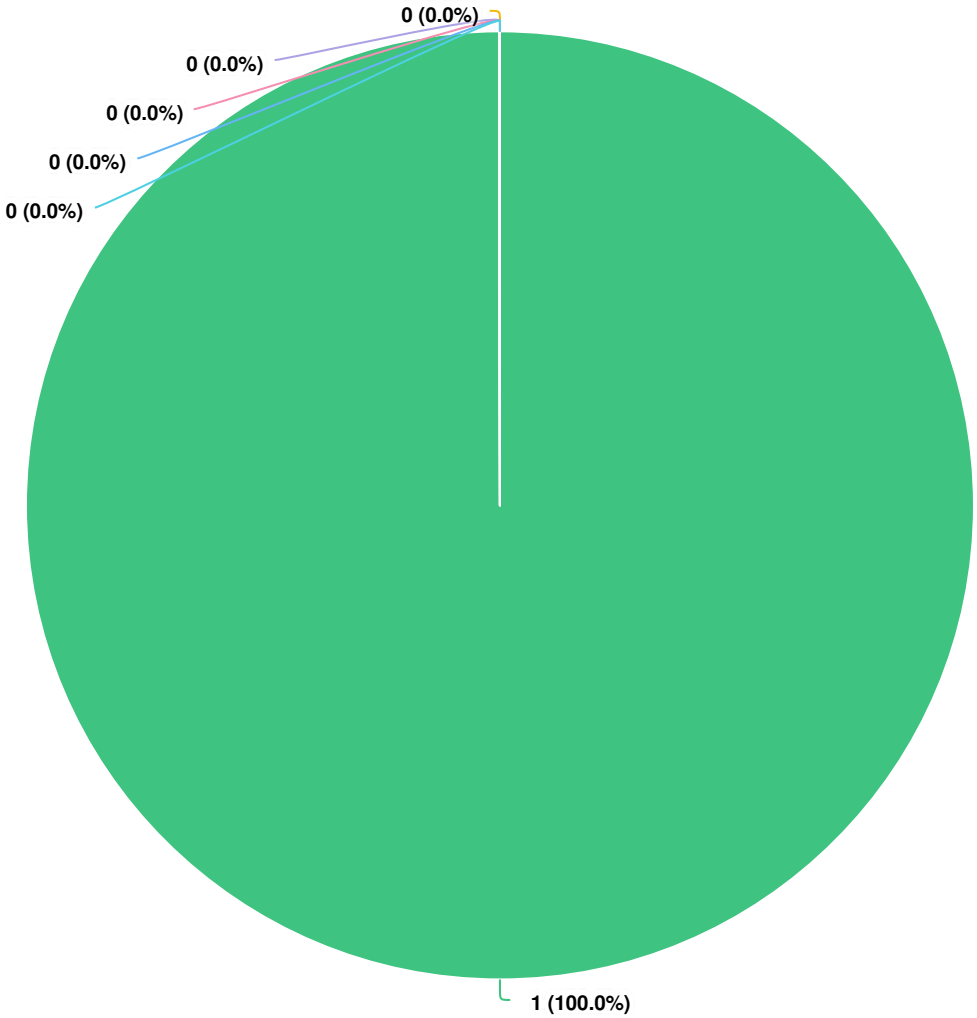
*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q2 Pourquoi avez-vous choisi cette notation ?

| | |
|---|---|
| Screen Name Redacted<br>7/16/2020 10:52 AM | Je trouve qu'il semble avoir une meilleur orientation vers la consultation et de planifier les villes pour penser au bien-être des gens qui y vivent dedans mais par le passé, la ville n'a pas fait un très bon travail de planifcation (surtout les derniers 30 ans) |

**Optional question** (1 response(s), 0 skipped)
**Question type:** Essay Question

**Q3** **Dans quelle mesure êtes-vous convaincu que le projet de politique NotreWinnipeg proposé fournit l'orientation appropriée pour les actions de la Ville en vue d'atteindre le leadership et la bonne gouvernance à l'avenir ?**




**Question options**

Tout à fait d'accord
Plutôt d'accord
Ni en accord, ni en désaccord
Plutôt en désaccord
Tout à fait en désaccord
Autre (Veuillez préciser.)

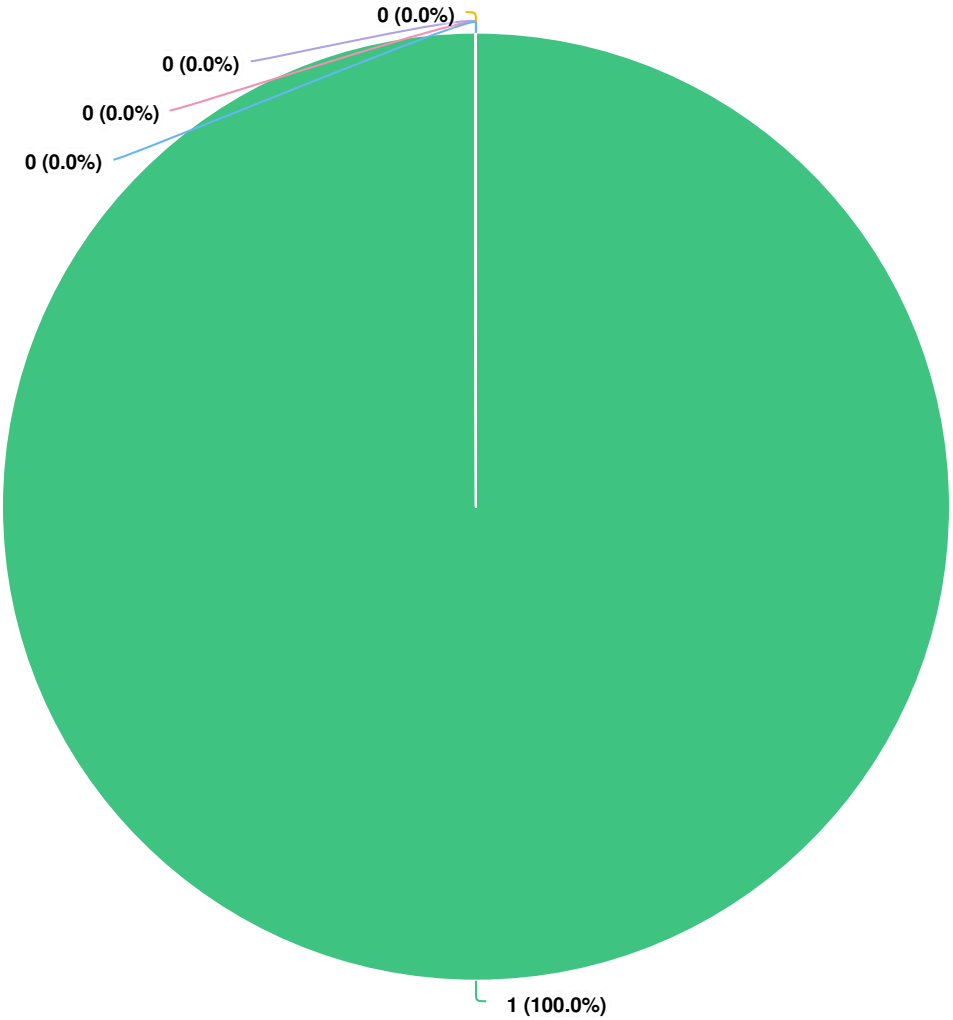
*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q4 Quelles actions la Ville devrait-elle privilégier pour progresser davantage vers le leadership et la bonne gouvernance dès maintenant, et pourquoi considérez-vous que cela est important ?

| | |
|---|---|
| Screen Name Redacted<br>7/16/2020 10:52 AM | Toujours garder en tête comment bien gérer les ressources humaines et financière pour améliorer le bien-être des citoyens et regarder un oeil sur le long terme. |

**Optional question** (1 response(s), 0 skipped)
**Question type:** Essay Question

**Q5** **De votre point de vue, comment la ville se situe-t-elle actuellement par rapport au but, à l'objectif et au cadre politique proposés pour la résilience environnementale?**




**Question options**

Mauvais  Très bien  Bien  Sans opinion / manque d'information  Très mauvais

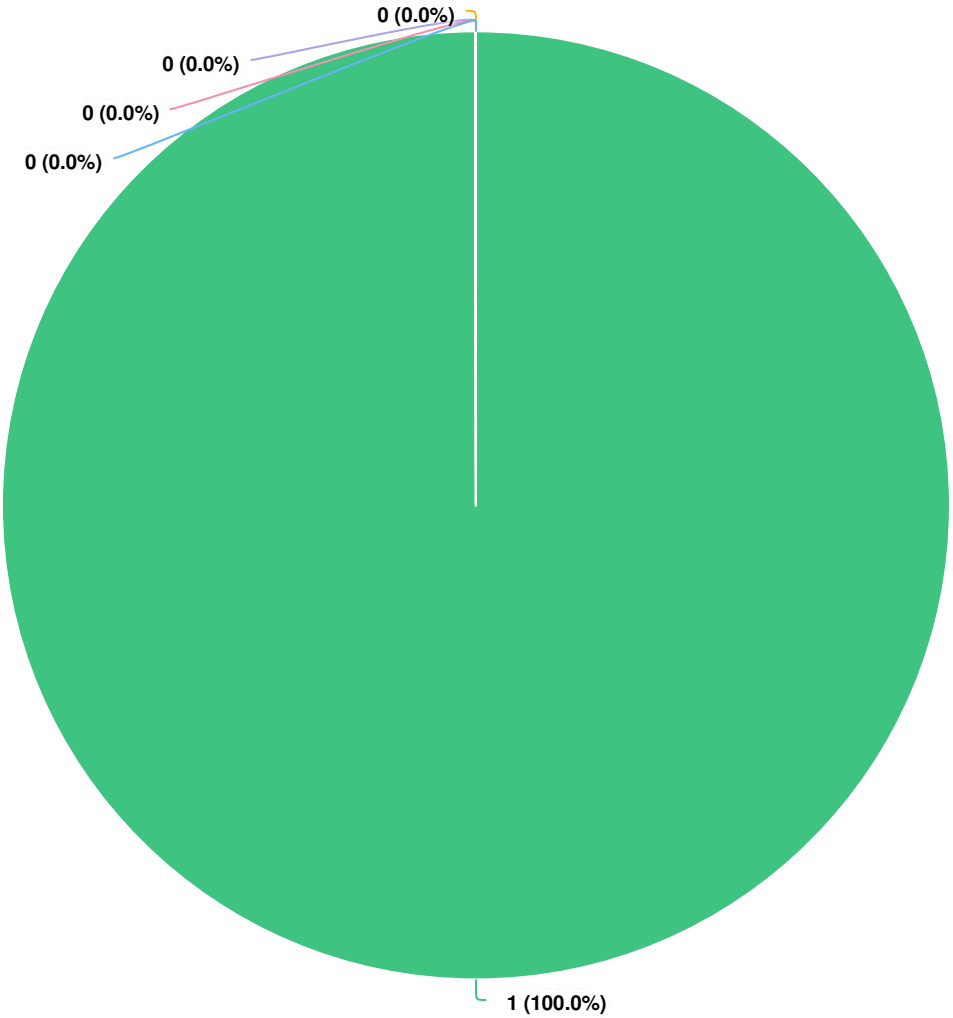
*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q6 Pourquoi avez-vous choisi cette notation ?

| | |
|---|---|
| Screen Name Redacted<br>7/16/2020 10:52 AM | Encore beaucoup d'amélioraton depuis quelques années mais on doit faire beaucoup mieux. |

**Optional question** (1 response(s), 0 skipped)
**Question type:** Essay Question

**Q7** **Dans quelle mesure êtes-vous convaincu que le projet de politique NotreWinnipeg proposé fournit l'orientation appropriée pour les actions de la Ville en vue d'atteindre la résilience environnementale?**




**Question options**

Tout à fait d'accord
Plutôt d'accord
Ni en accord, ni en désaccord
Plutôt en désaccord
Tout à fait en désaccord

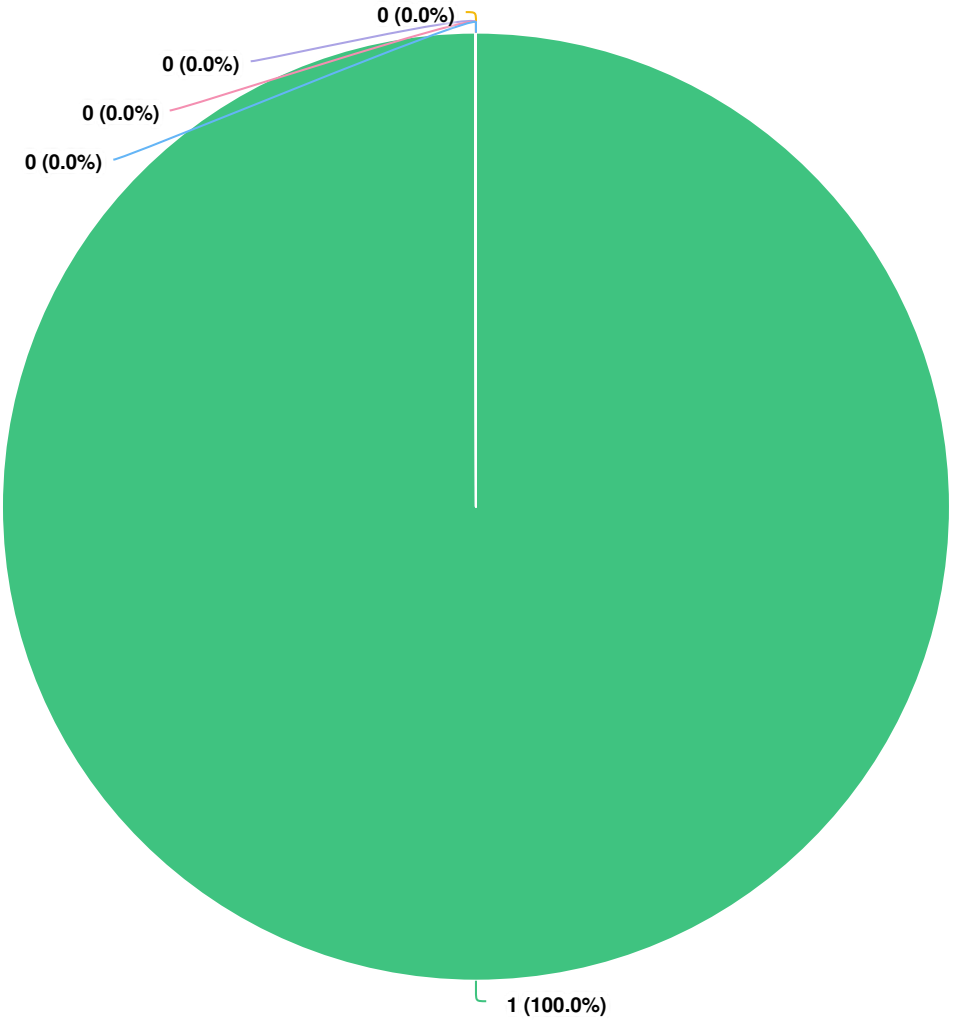
*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q8 Quelles actions la Ville devrait-elle privilégier pour progresser davantage vers la résilience environnementale dès maintenant, et pourquoi considérez-vous que cela est important ?

| | |
|---|---|
| Screen Name Redacted<br>7/16/2020 10:52 AM | On doit vraiment viser des actions qui vont aider notre environment - qui sera le future de la santé de tous les citoyers. Travailler avec des spécialistes dans le domaine pour guider les priorités. |

**Optional question** (1 response(s), 0 skipped)
**Question type:** Essay Question

**Q9** **De votre point de vue, comment la ville se situe-t-elle actuellement par rapport au but, à l'objectif et au cadre politique proposés pour la prospérité économique?**




**Question options**

Mauvais  Très bien  Bien  Sans opinion / manque d'information  Très mauvais

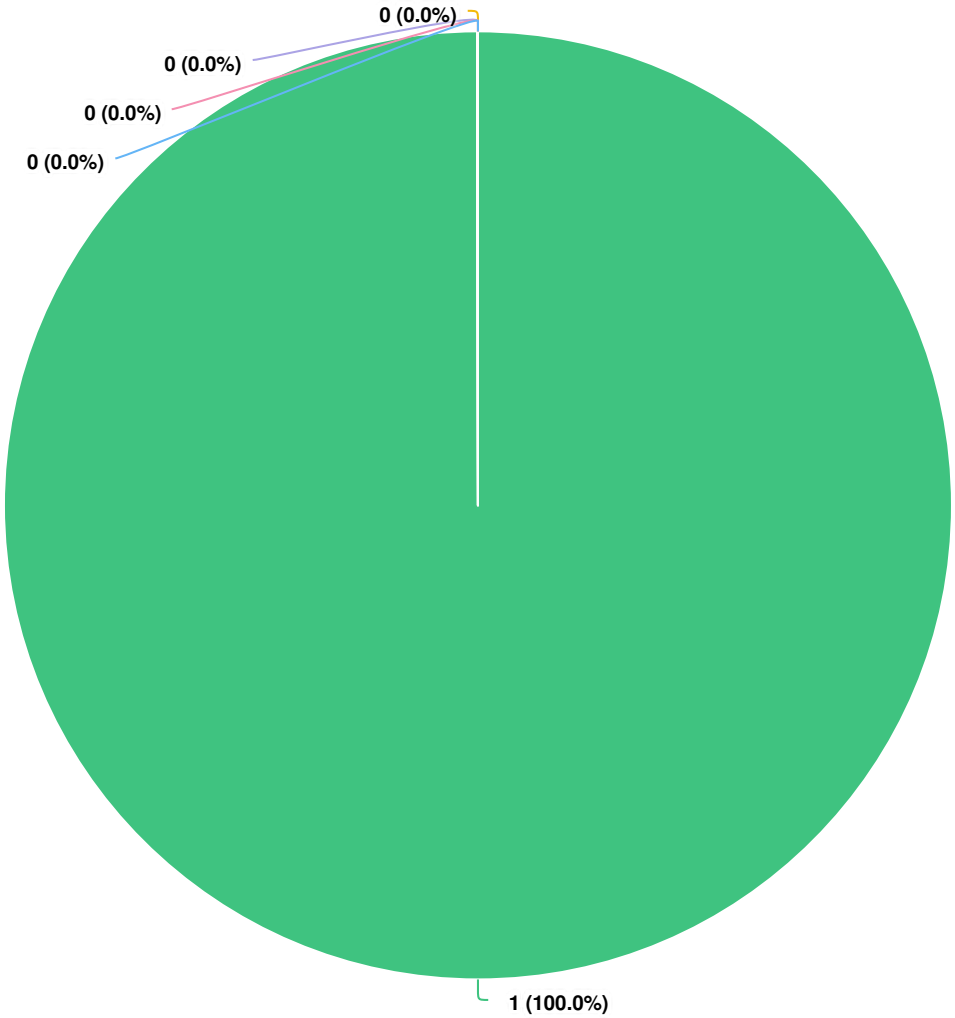
*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q10 Pourquoi avez-vous choisi cette notation ?

| | |
|---|---|
| Screen Name Redacted<br>7/16/2020 10:52 AM | Besoin de meilleurs stratégie pour addresser la pauvreter - meilleur collaboration avec les autres niveaux de gouvernement - avoit des gens en développment communautaire pour appuyer les initiatives locaux. |

**Optional question** (1 response(s), 0 skipped)
**Question type:** Essay Question

**Q11** **Dans quelle mesure êtes-vous convaincu que le projet de politique NotreWinnipeg proposé fournit l'orientation appropriée pour les actions de la Ville en vue d'atteindre la prospérité économique à l'avenir ?**




**Question options**

Tout à fait d'accord
Plutôt d'accord
Ni en accord, ni en désaccord
Plutôt en désaccord
Tout à fait en désaccord

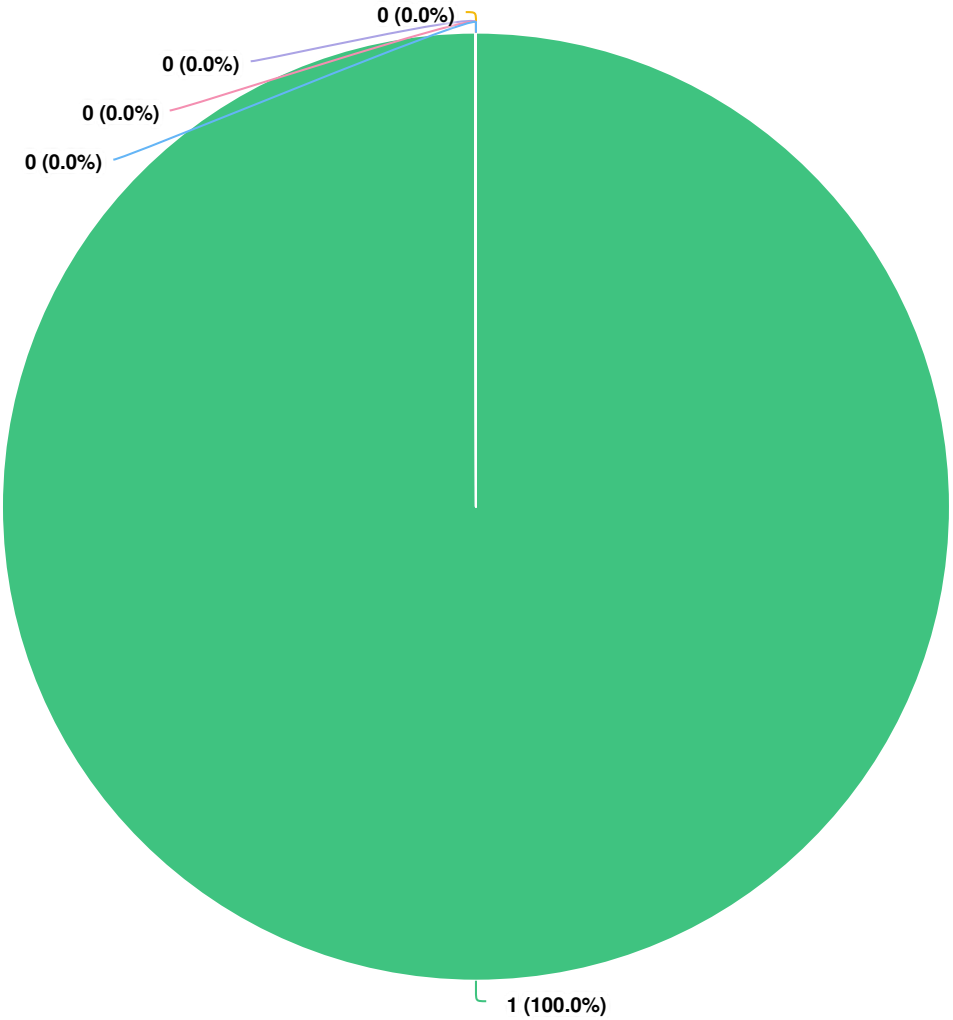
*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q12 Quelles actions la Ville devrait-elle privilégier pour progresser davantage vers la prospérité économique dès maintenant, et pourquoi considérez-vous que cela est important ?

| | |
|---|---|
| Screen Name Redacted<br>7/16/2020 10:52 AM | Appuyer une stratégies intergovernementaux pour le logement, agent de développement qui appui les quartiers près du centre-ville (Saint-Bonice, Osborn etc) |

**Optional question** (1 response(s), 0 skipped)
**Question type:** Essay Question

**Q13** **De votre point de vue, comment la ville se situe-t-elle actuellement par rapport au but, à l'objectif et au cadre politique proposés pour la santé et le bien-être?**




**Question options**

Mauvais  Très bien  Bien  Sans opinion / manque d'information  Très mauvais

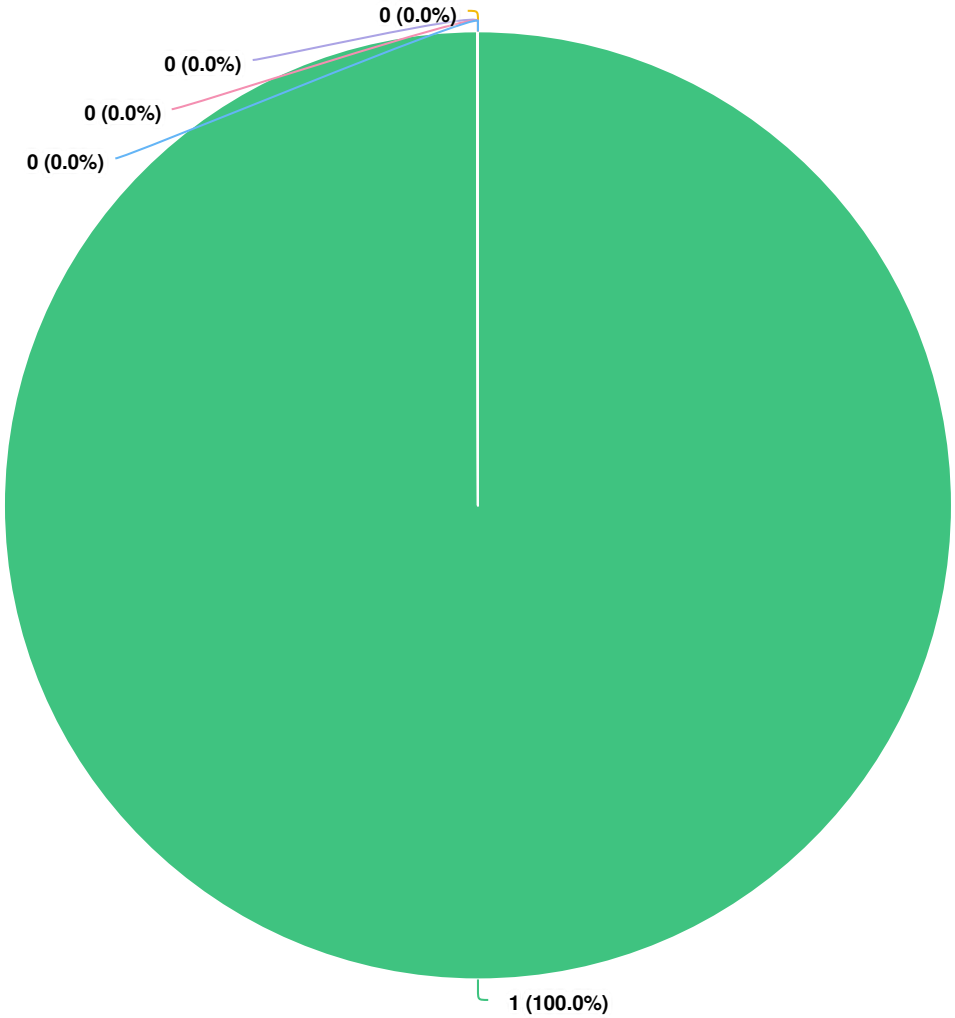
*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q14 Pourquoi avez-vous choisi cette notation ?

| | |
|---|---|
| Screen Name Redacted<br>7/16/2020 10:52 AM | Manque d'appui pour développer des stratégies de sécurité pour tavailler de près avec les agences communautaire, les Biz etc. Manque de stratégie pour appuyer les quartier plus pauvres avec des activités et programmes gratuit et accessible. |

**Optional question** (1 response(s), 0 skipped)
**Question type:** Essay Question

**Q15** **Dans quelle mesure êtes-vous convaincu que le projet de politique NotreWinnipeg proposé fournit l'orientation appropriée pour les actions de la Ville en vue d'atteindre la santé et le bien-être à l'avenir ?**




**Question options**

Tout à fait d'accord
Plutôt d'accord
Ni en accord, ni en désaccord
Plutôt en désaccord
Tout à fait en désaccord

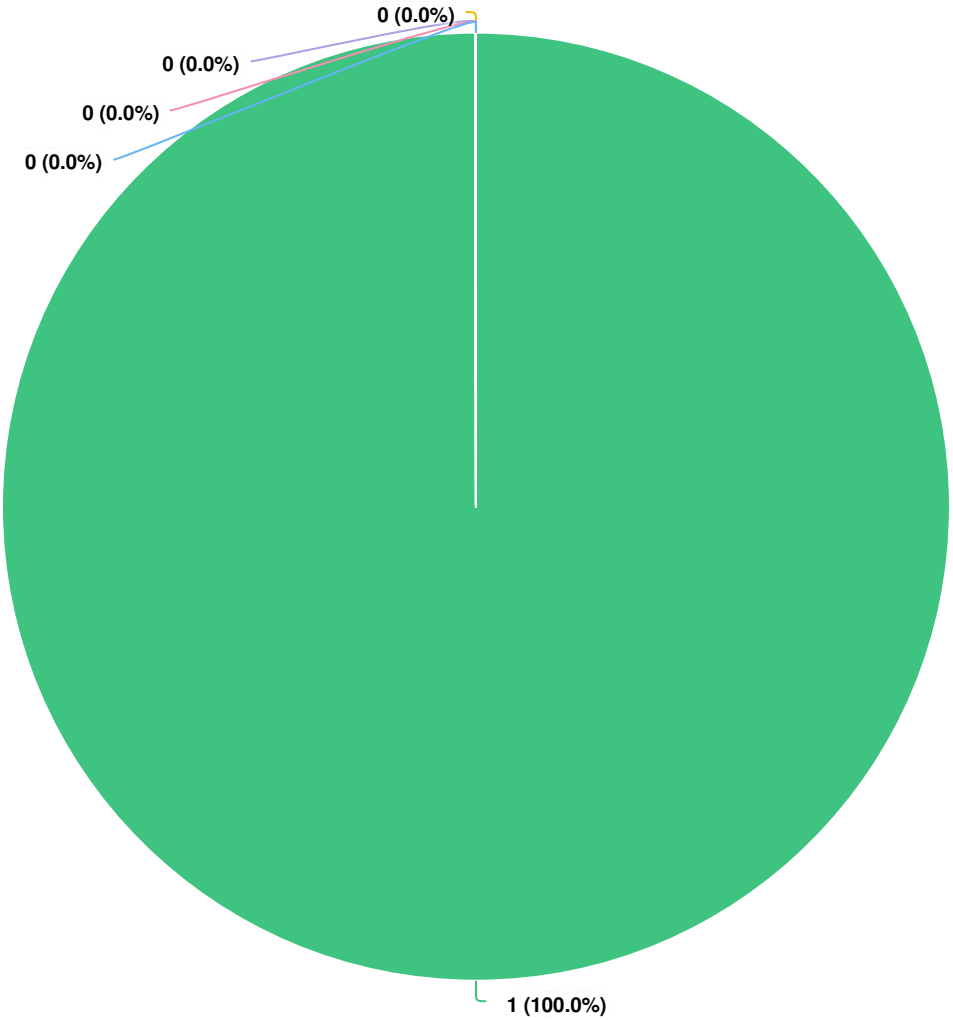
*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q16 Quelles actions la Ville devrait-elle privilégier pour progresser davantage vers la santé et le bien-être dès maintenant, et pourquoi considérez-vous que cela est important ?

| | |
|---|---|
| Screen Name Redacted<br>7/16/2020 10:52 AM | travailler vers des stratégies avec autres partenaires pour la sécurité des rues, dans les banliex proche du Centre-ville, plus de cadets non armés pour appuyer avec la sécurité et l'appui pour la santé-mentale. Avoir plus de programmes accessible dans le Centre communautaire. |

**Optional question** (1 response(s), 0 skipped)
**Question type:** Essay Question

## Q17 De votre point de vue, comment la ville se situe-t-elle actuellement par rapport au but, à l'objectif et au cadre politique proposés pour l'équité sociale?




**Question options**

Mauvais | Très bien | Bien | Sans opinion / manque d'information | Très mauvais

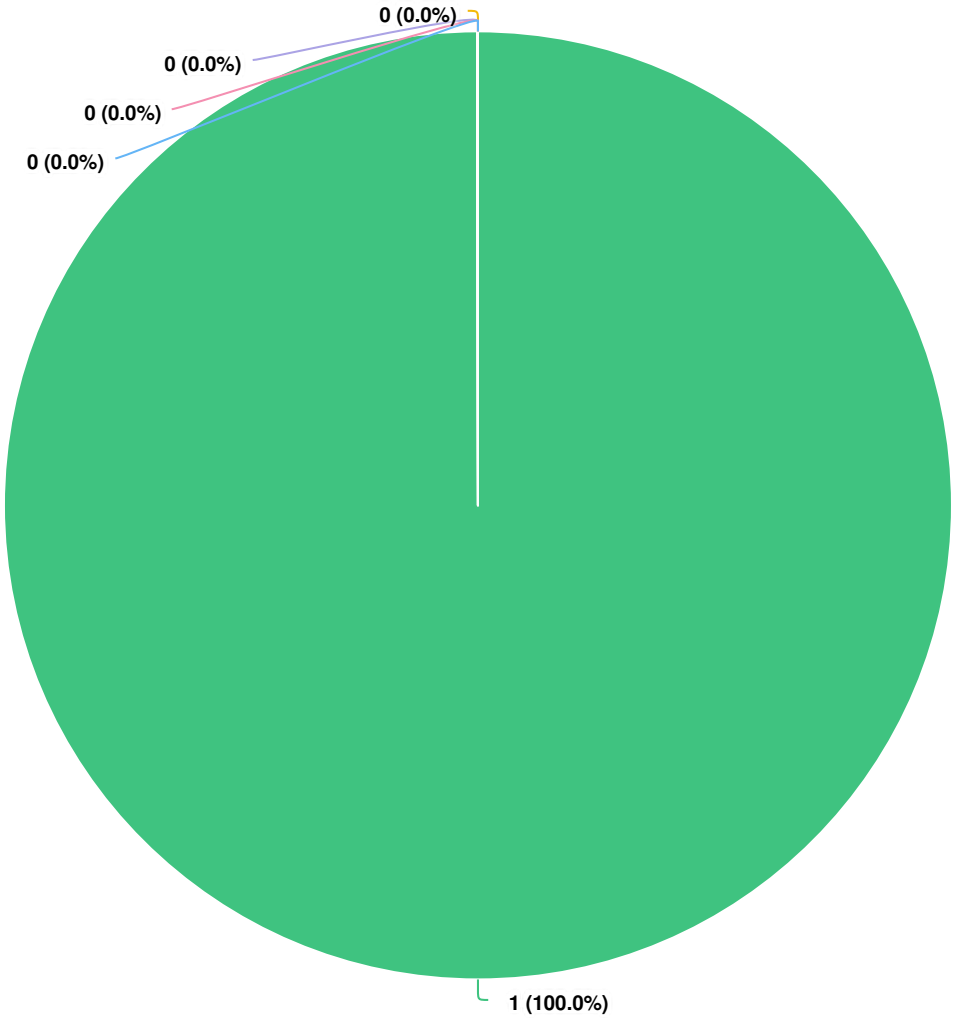
*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q18 Pourquoi avez-vous choisi cette notation ?

| | |
|---|---|
| Screen Name Redacted<br>7/16/2020 10:52 AM | Pas évident qui travaillent sur ces éléments pour la ville de Winnipeg. Besoin de savoir à qui s'addresser pour les besoins de gens plus vulnérable. |

**Optional question** (1 response(s), 0 skipped)
**Question type:** Essay Question

**Q19** **Dans quelle mesure êtes-vous convaincu que le projet de politique NotreWinnipeg proposé fournit l'orientation appropriée pour les actions de la Ville en vue d'atteindre l'équité sociale à l'avenir ?**




**Question options**

Tout à fait d'accord
Plutôt d'accord
Ni en accord, ni en désaccord
Plutôt en désaccord
Tout à fait en désaccord

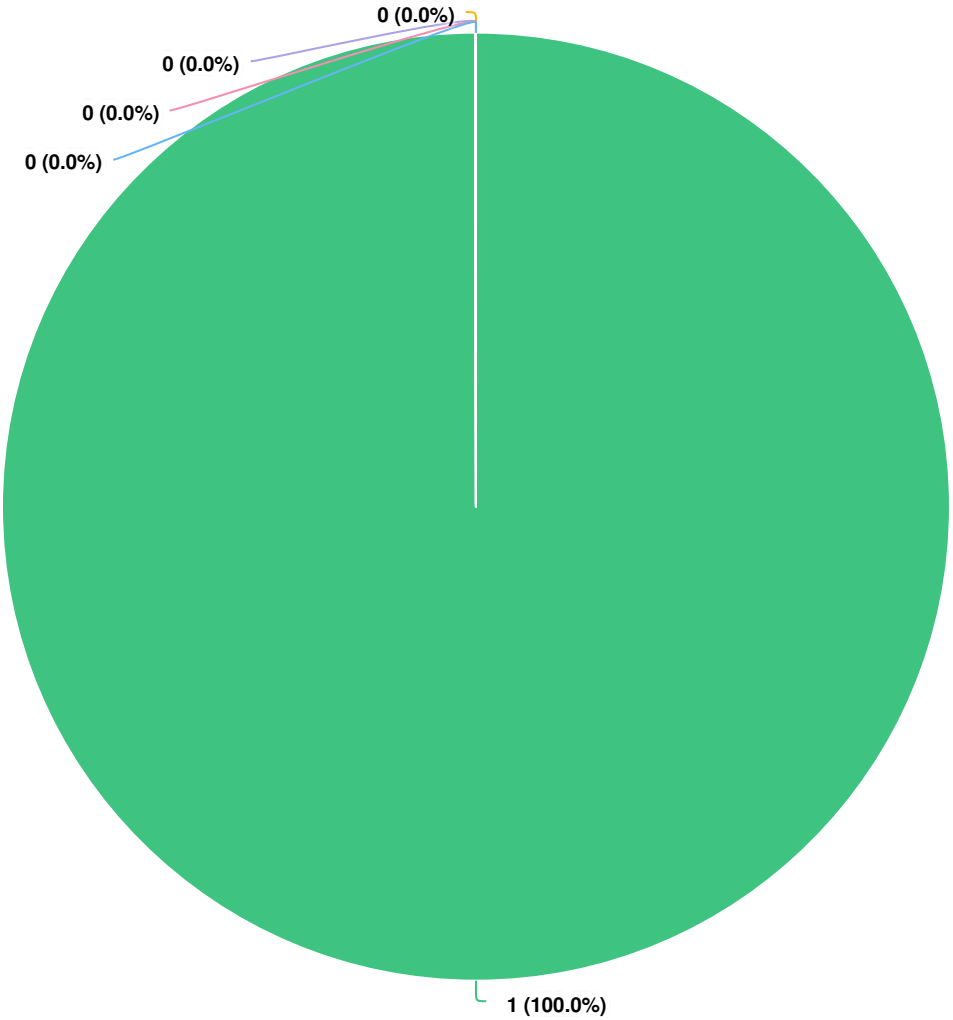
*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q20 Quelles actions la Ville devrait-elle privilégier pour progresser davantage vers l'équité sociale dès maintenant, et pourquoi considérez-vous que cela est important ?

| | |
|---|---|
| Screen Name Redacted<br>7/16/2020 10:52 AM | Agent de dévelopement communautaire à Saint-Boniface et Saint-Vital - avoir des points de contact avec la communauté et l'adminstration de la ville |

**Optional question** (1 response(s), 0 skipped)
**Question type:** Essay Question

**Q21** **De votre point de vue, comment la ville se situe-t-elle actuellement par rapport au but, à l'objectif et au cadre politique proposés pour l'édification de la ville?**




**Question options**

Mauvais  Très bien  Bien  Sans opinion / manque d'information  Très mauvais

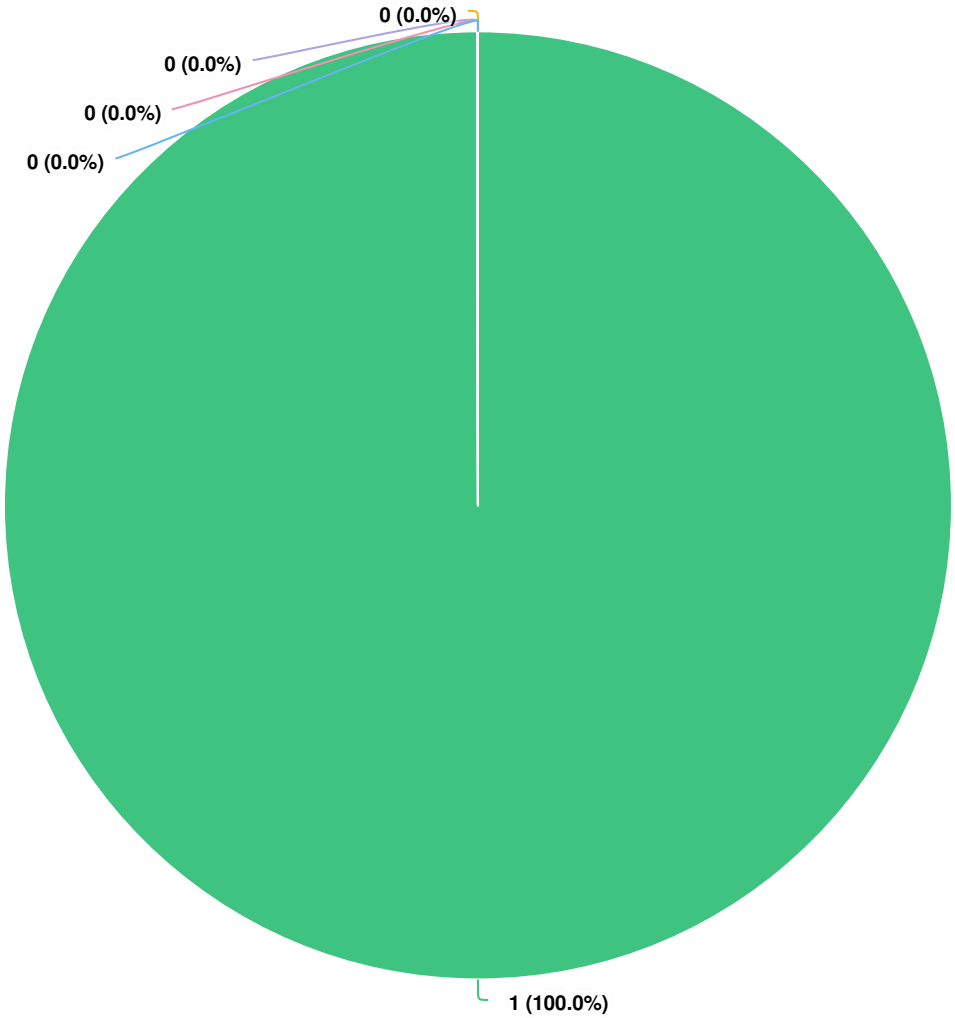
*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q22 Pourquoi avez-vous choisi cette notation ?

| | |
|---|---|
| Screen Name Redacted<br>7/16/2020 10:52 AM | Ville trops étendues et batit pour les autos et non les personnes - infrastructure pas soutenable à long terme. |

**Optional question** (1 response(s), 0 skipped)
**Question type:** Essay Question

**Q23** **Dans quelle mesure êtes-vous convaincu que le projet de politique NotreWinnipeg proposé fournit l'orientation appropriée pour les actions de la Ville en vue d'atteindre l'édification de la ville à l'avenir ?**




**Question options**

Tout à fait d'accord
Plutôt d'accord
Ni en accord, ni en désaccord
Plutôt en désaccord
Tout à fait en désaccord

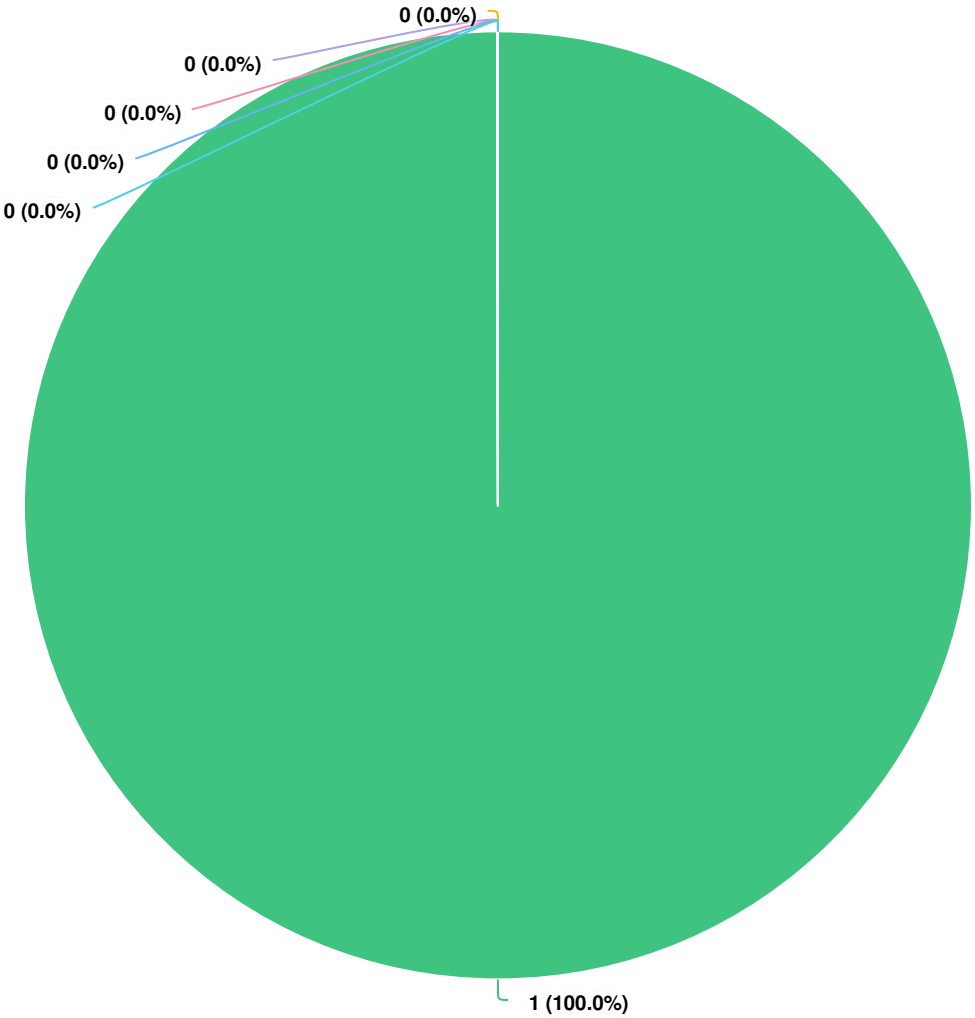
*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q24 Quelles actions la Ville devrait-elle privilégier pour progresser davantage vers l'édification de la ville dès maintenant, et pourquoi considérez-vous que cela est important ?

| | |
|---|---|
| Screen Name Redacted<br>7/16/2020 10:52 AM | Meilleur planification pour gérer la grandeur de la ville et penser au développement à long terme. |

**Optional question** (1 response(s), 0 skipped)
**Question type:** Essay Question

**Q25** **Dans l'ensemble, êtes-vous d'accord pour dire que les six objectifs de développement durable sont un moyen utile de cibler les priorités de la Ville et de mesurer les progrès vers une qualité de vie plus durable?**




**Question options**

Tout à fait d'accord
Plutôt d'accord
Ni en accord, ni en désaccord
Plutôt en désaccord
Tout à fait en désaccord
Autre (Veuillez préciser.)

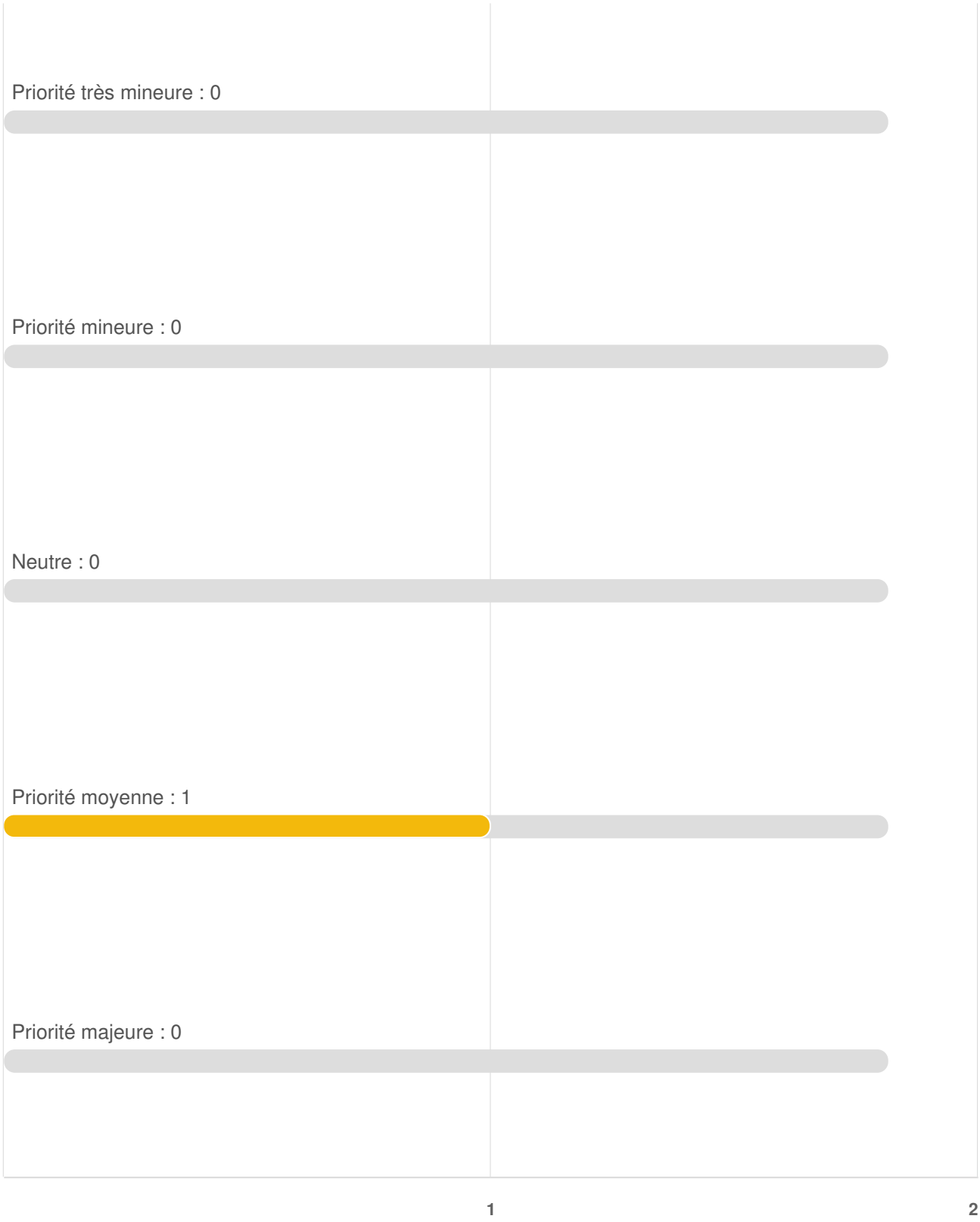
*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q27 Veuillez évaluer le niveau de priorité que vous donneriez aux actions potentielles suivantes de la Ville pour un Winnipeg plus durable à l'avenir :

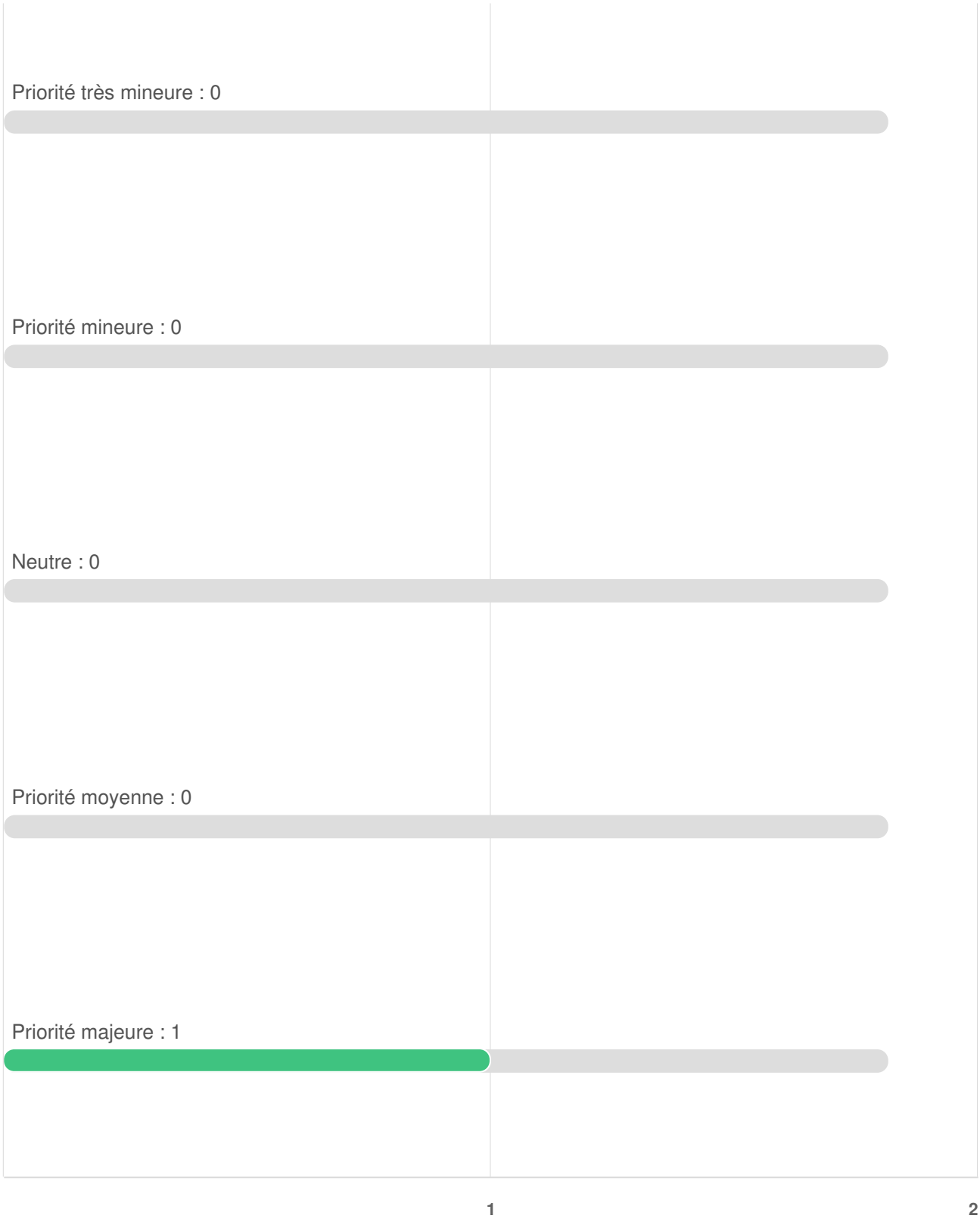



*Optional question (1 response(s), 0 skipped)*
*Question type: Likert Question*

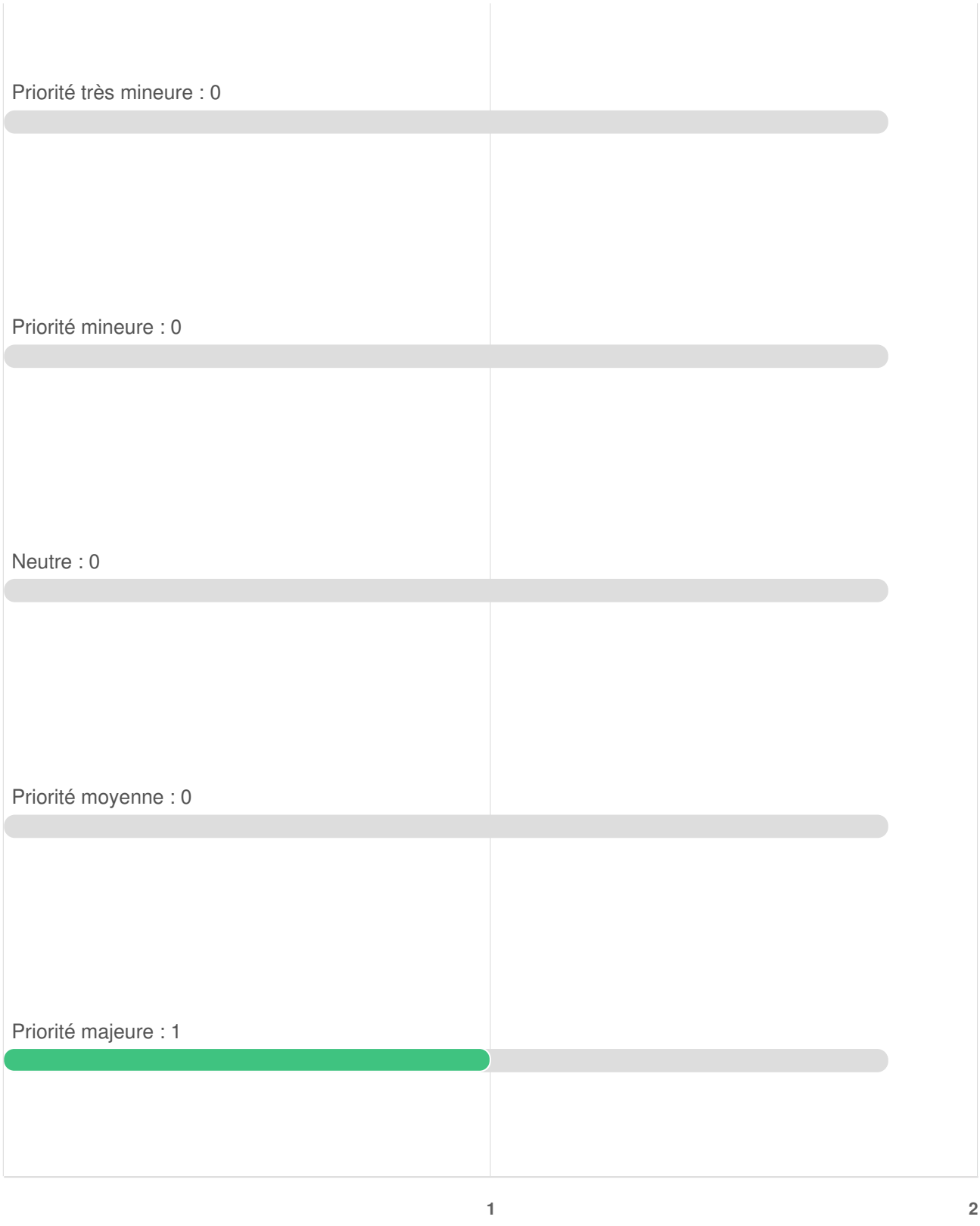
### a) Faciliter l'information et la participation aux décisions clés à long terme qui sont prises à l'hôtel de ville



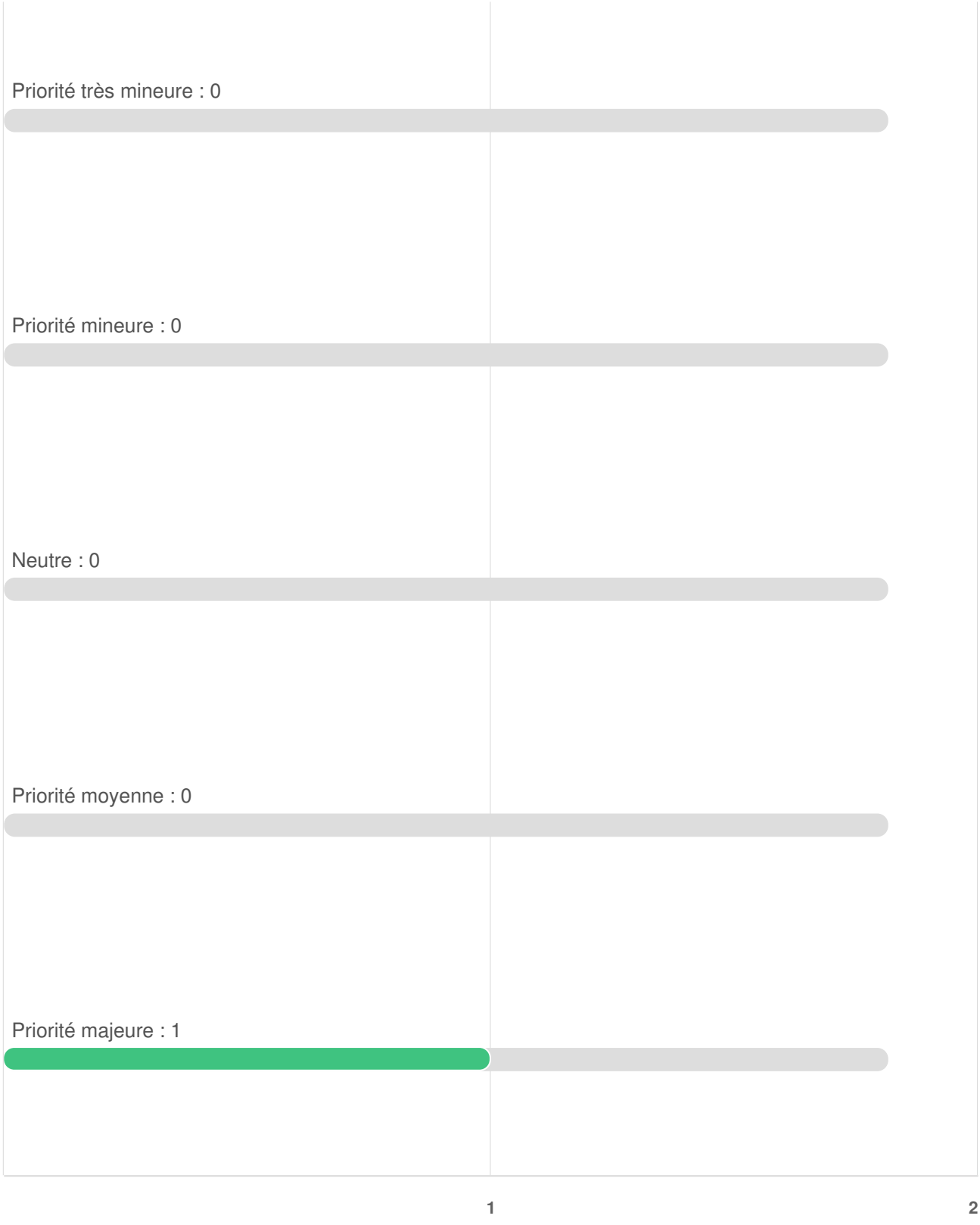
### b) Faciliter l'accès aux besoins quotidiens d'un plus grand nombre de personnes en marchant, en faisant du vélo ou en utilisant les transports publics plutôt que la voiture



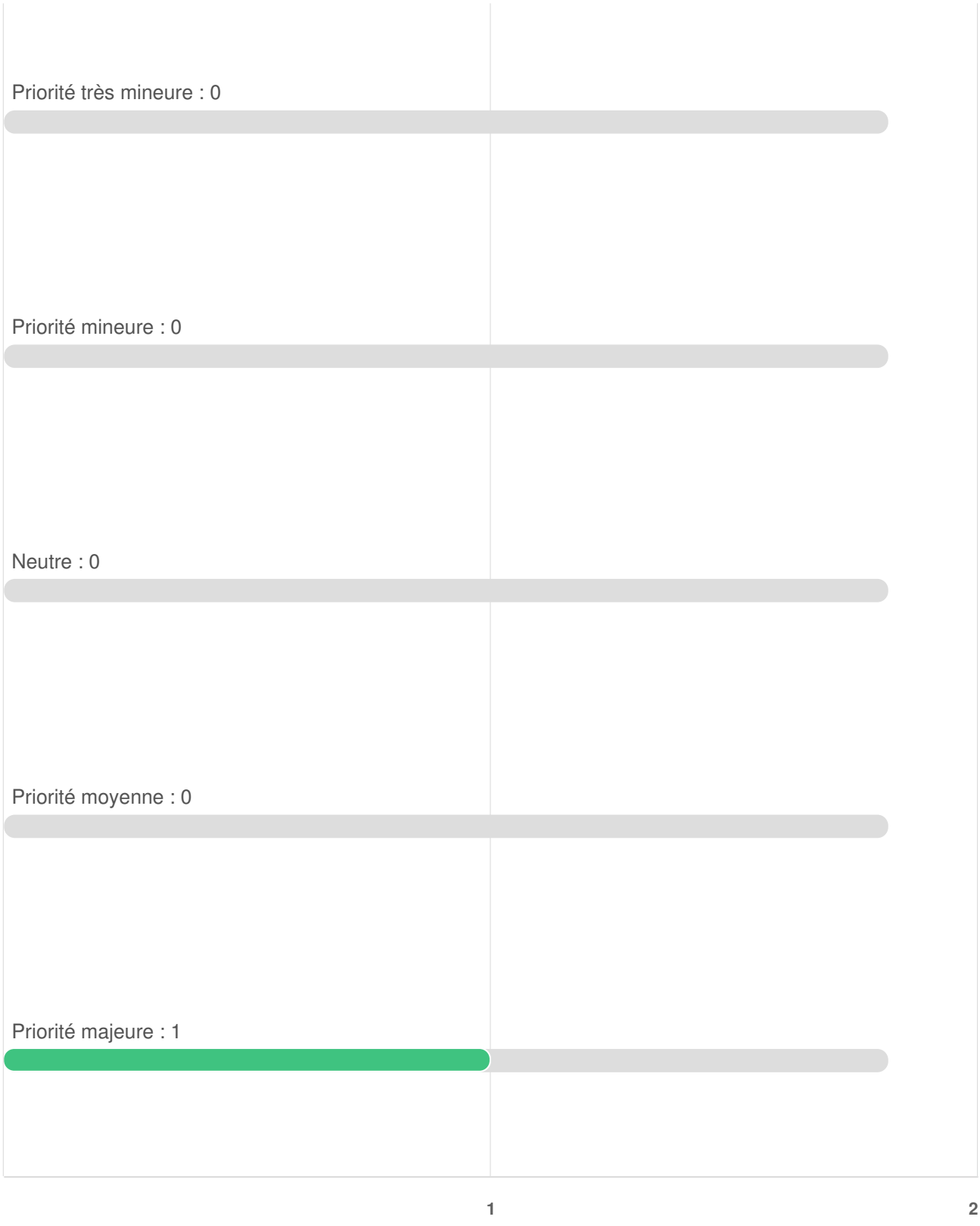
### c) Faciliter l'utilisation des ressources renouvelables, l'utilisation rationnelle de l'eau et les choix alimentaires locaux qui favorisent l'action sur le climat et la santé



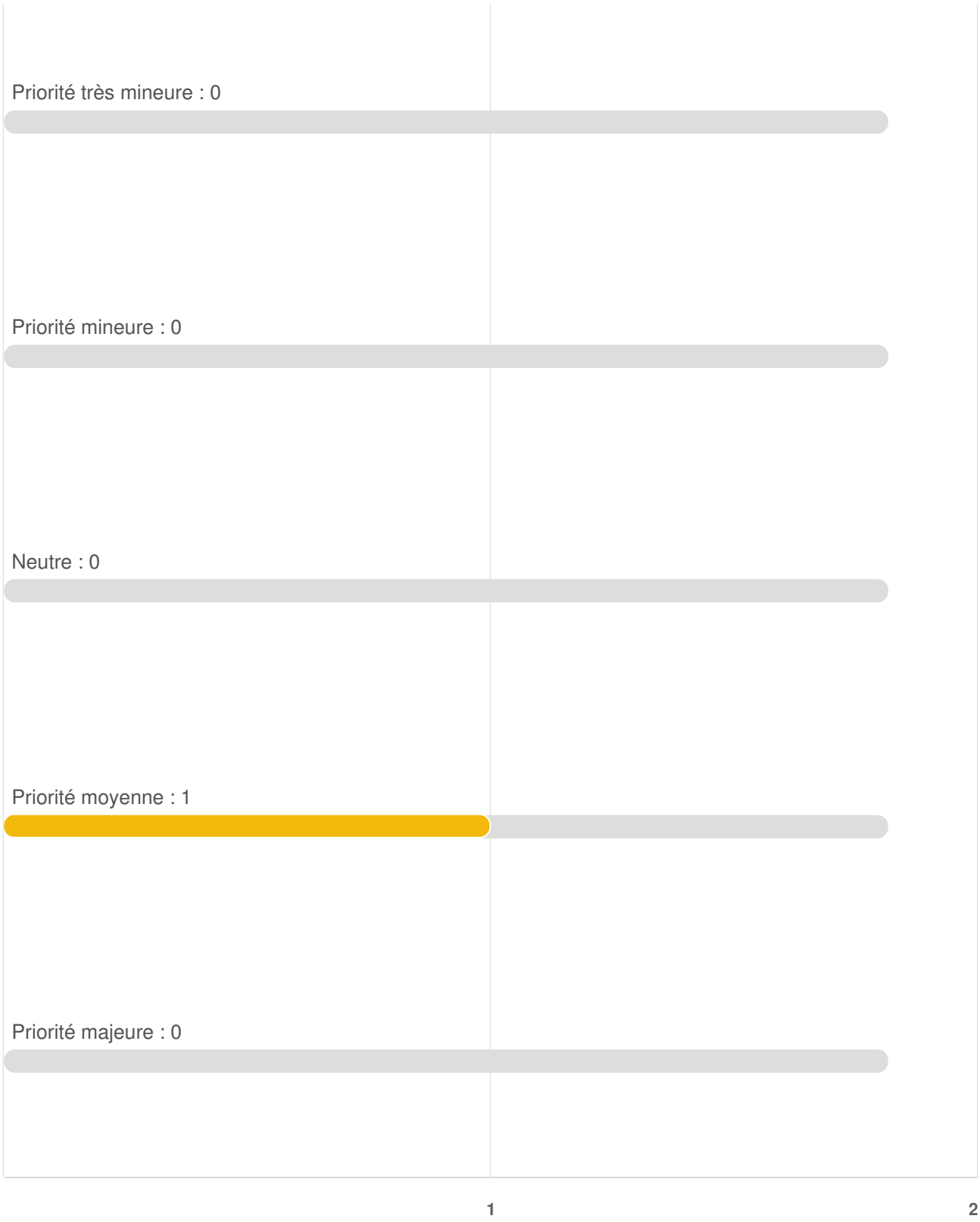
### d) Soutenir une variété d'options de logement supplémentaires dans les quartiers existants qui favorisent la revitalisation et permettent à un plus grand nombre de personnes de vieillir sur place



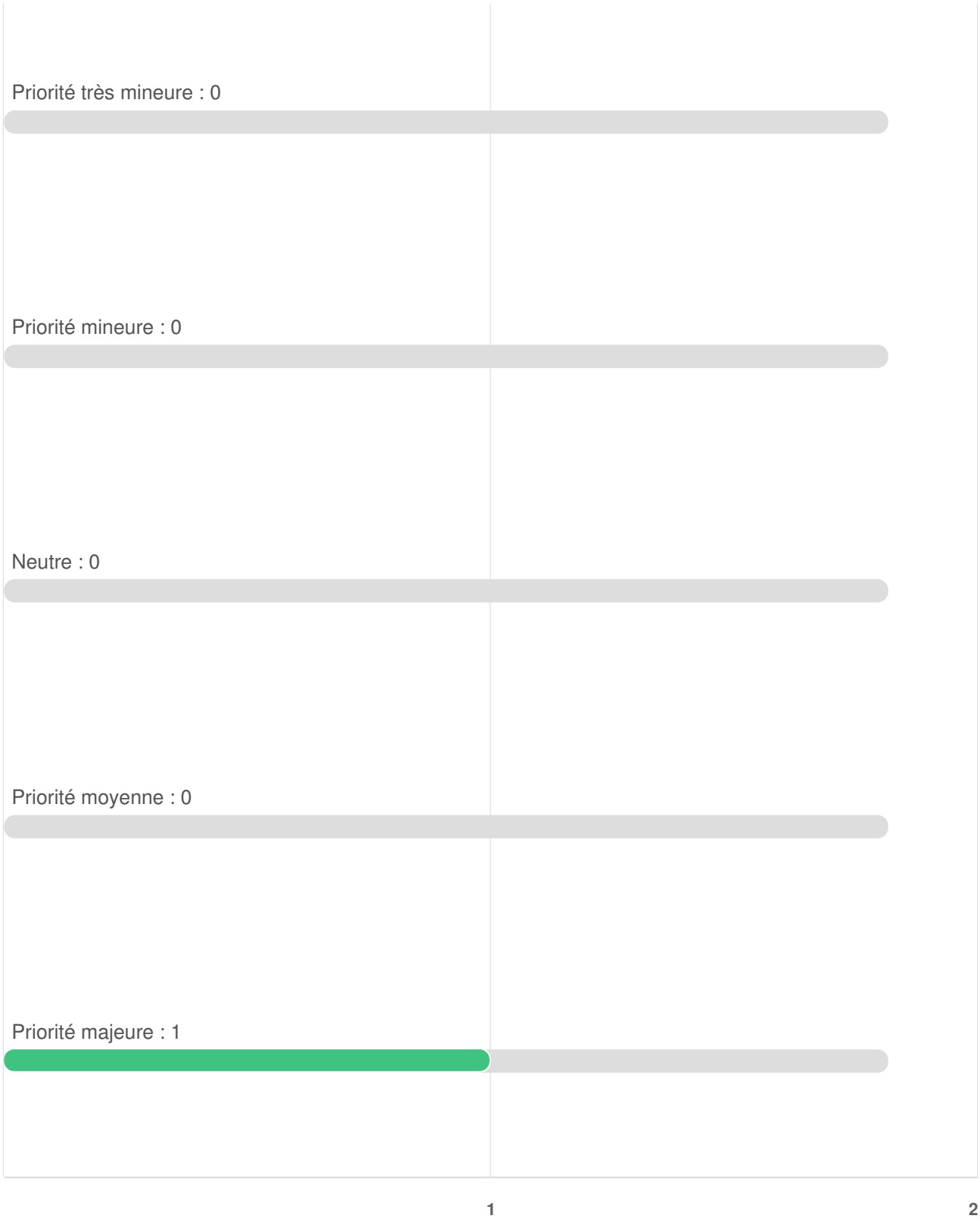
### e) Soutenir les possibilités de développement des entreprises de proximité appartenant à des intérêts locaux



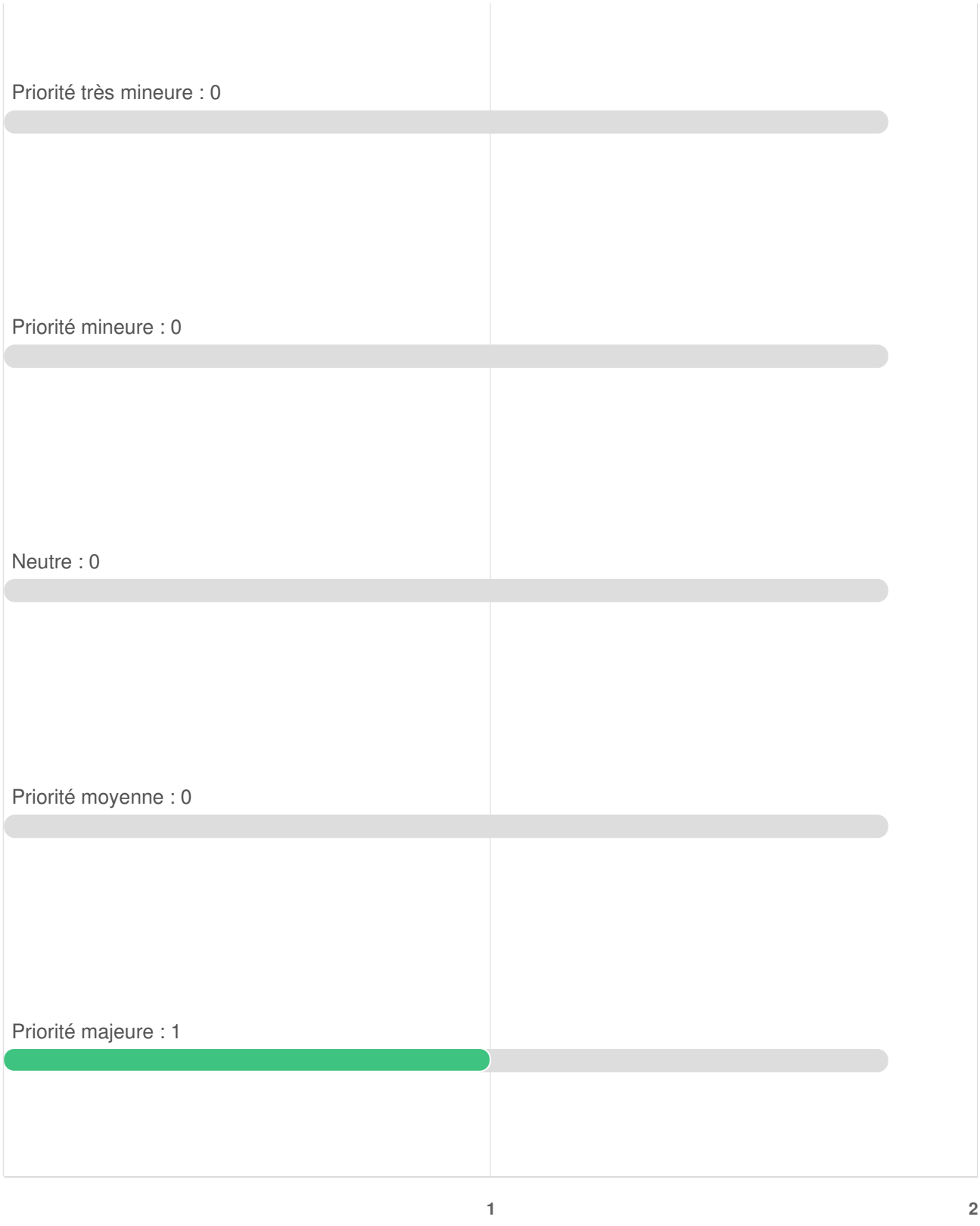
### f) Permettre à davantage de personnes de faire des choix d'achat écologiques et socialement responsables



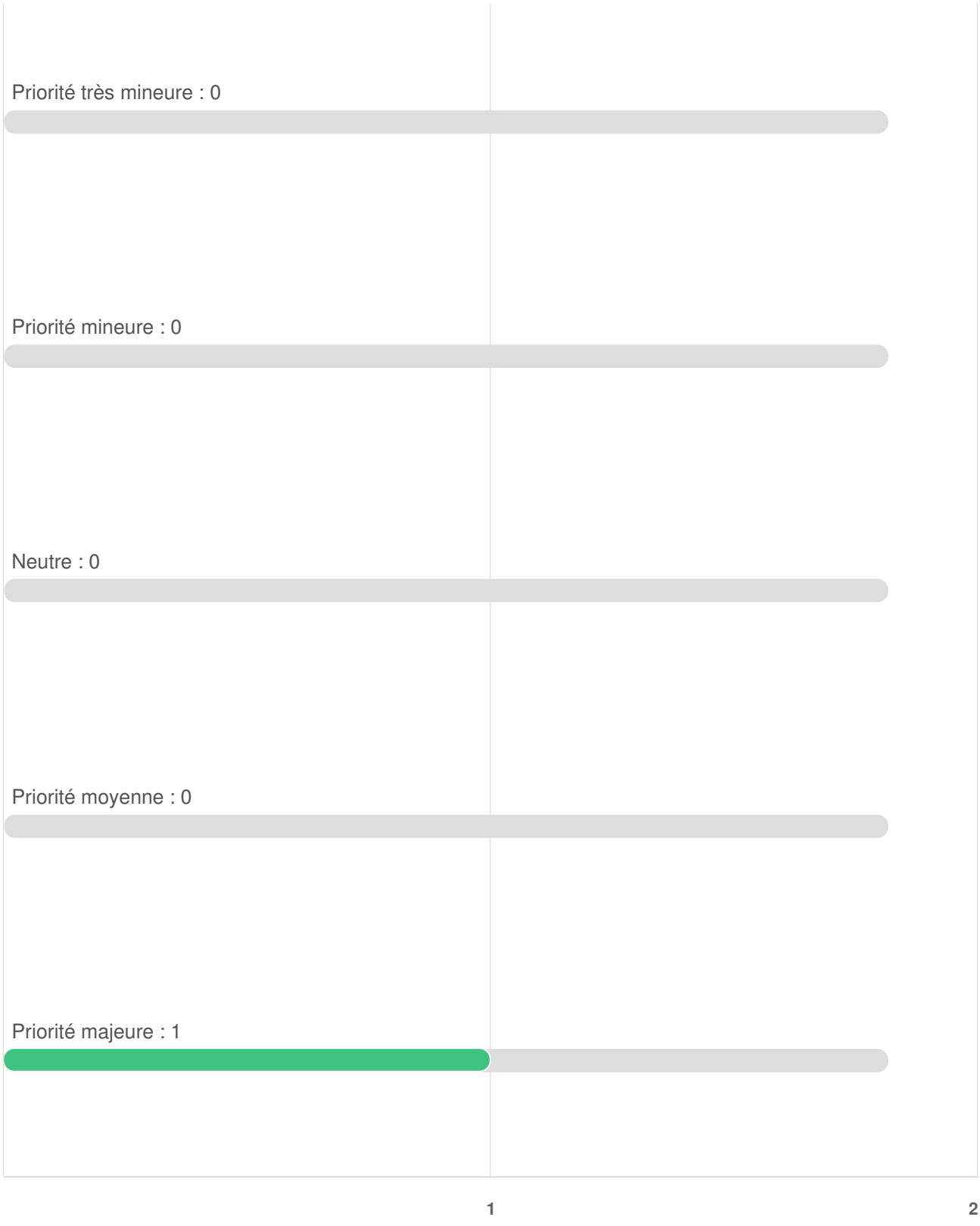
### g) Veiller à ce que les résidents continuent d'avoir un accès pratique à la nature et aux activités de plein air à mesure que la population de la ville augmente



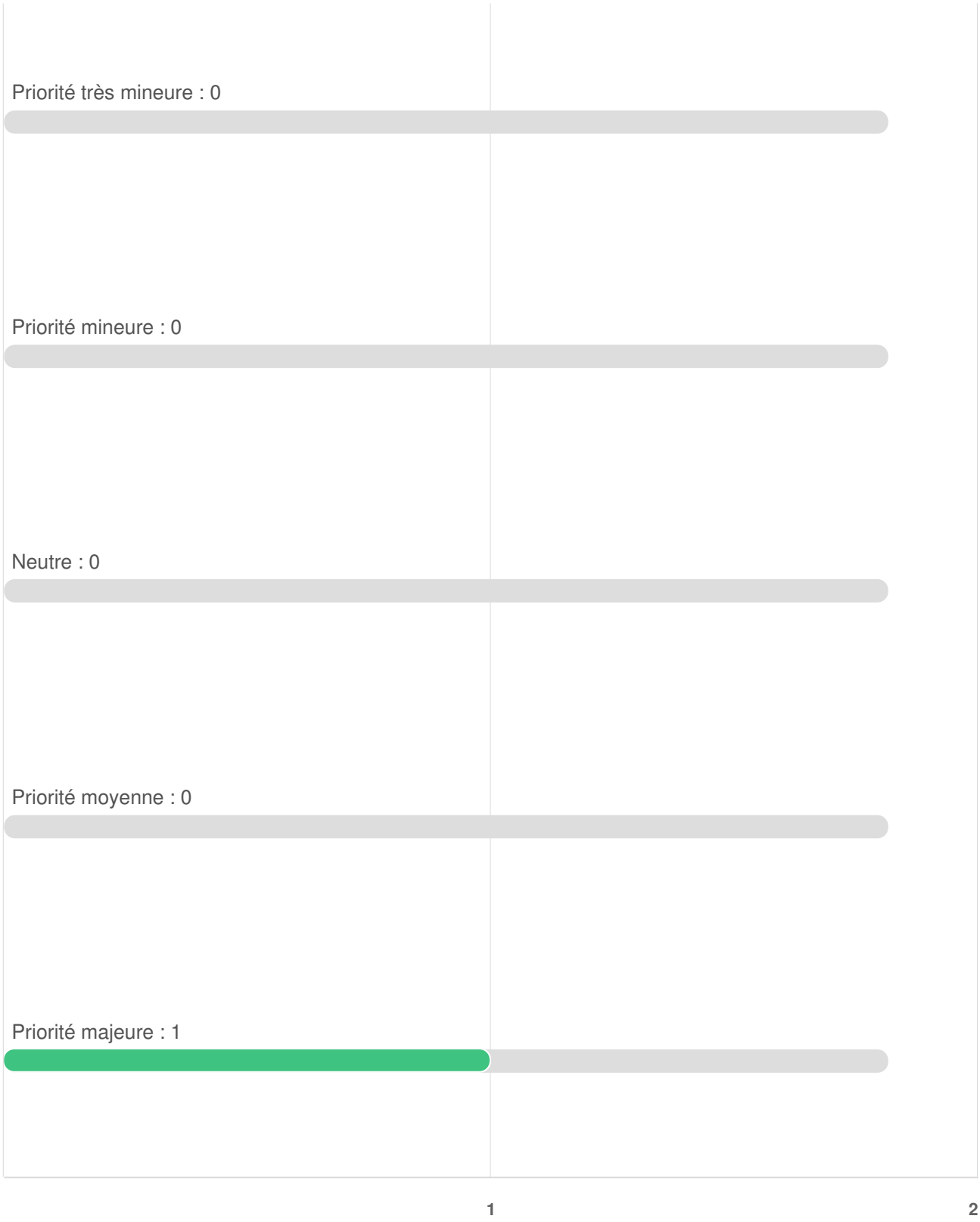
### h) Soutenir la construction de nouveaux logements qui permettent à un plus grand nombre de personnes d'accéder à des quartiers de choix à des prix abordables



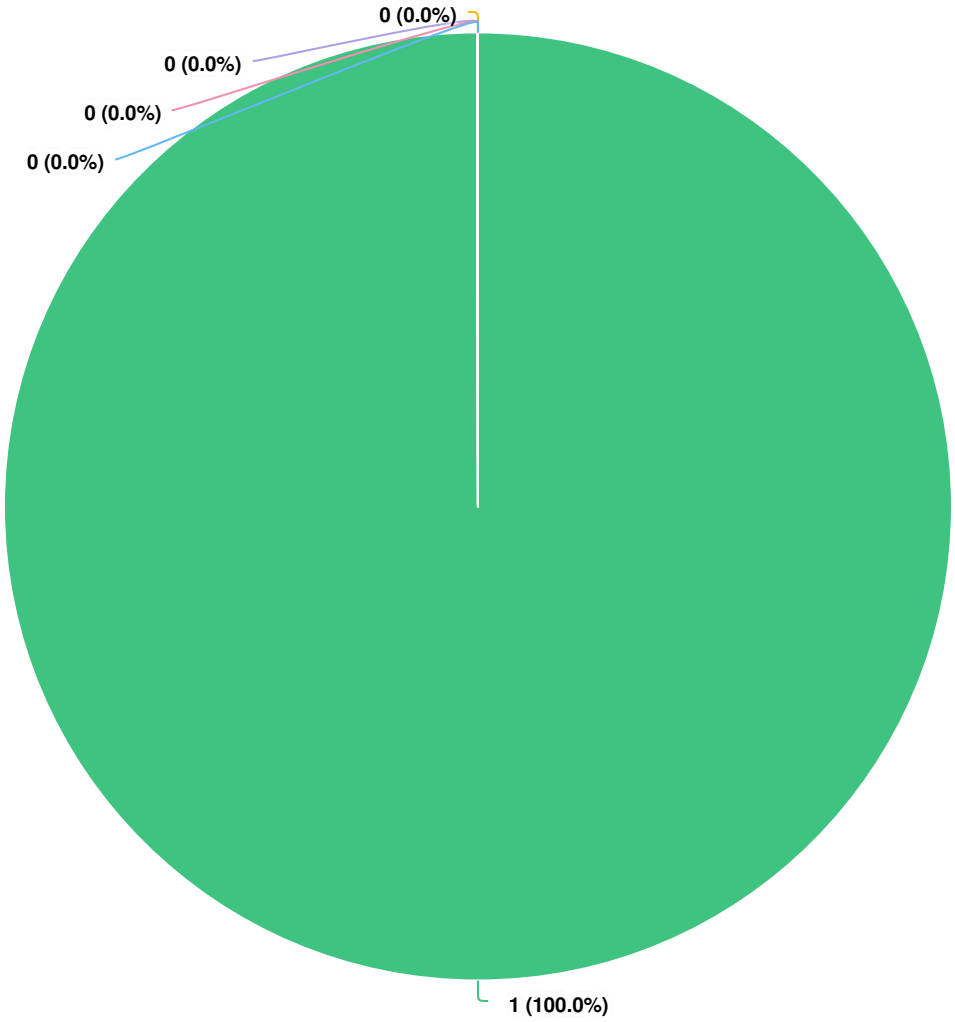
### i) Permettre aux habitants de se débarrasser de moins de déchets en réduisant l'utilisation de matières non renouvelables



### j) Permettre une interaction multiculturelle et multigénérationnelle grâce à l'accès à un espace, des installations ou des ressources partagés dans les quartiers



## Q29 Quel est votre âge ?

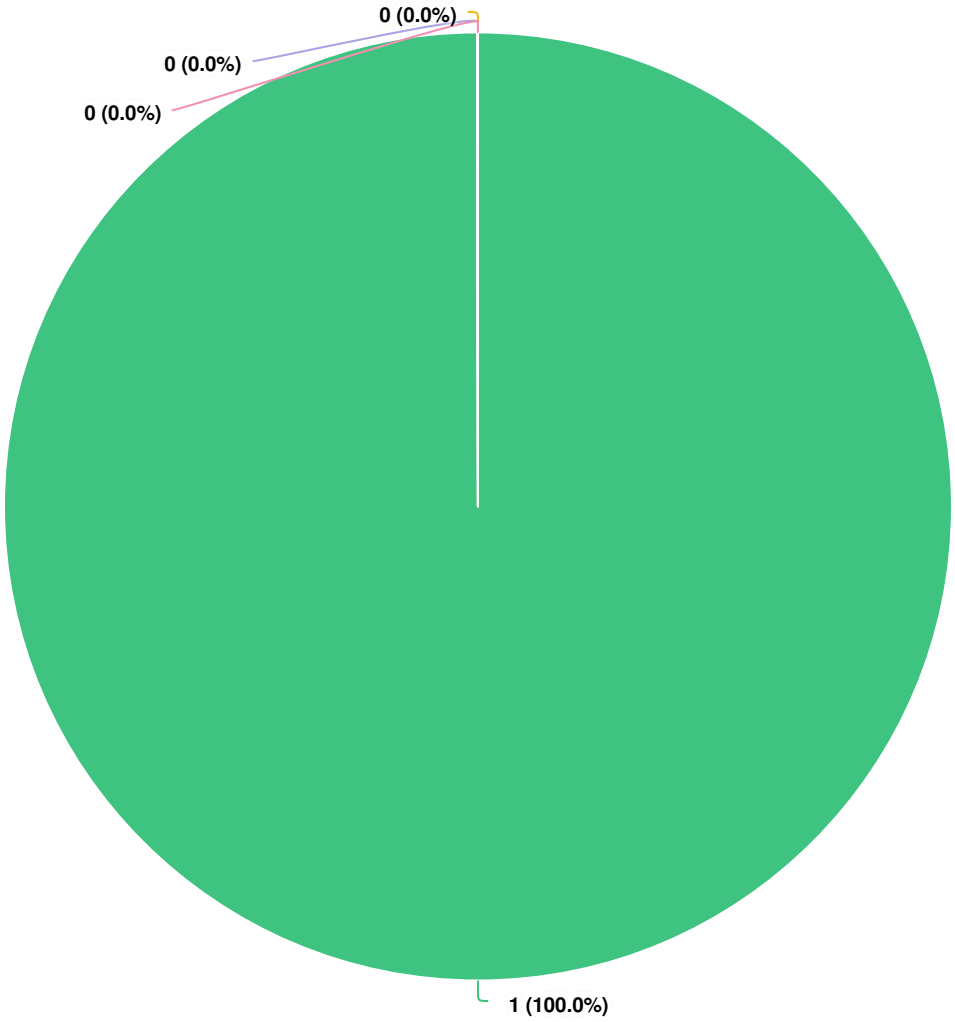



**Question options**

65 + 55 - 64 18 – 34 Moins de 18 ans 35 - 54

*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

## Q30 Veuillez indiquer votre sexe :




**Question options**

Autre: Préfère ne pas répondre Homme Femme

*Optional question (1 response(s), 0 skipped)*
*Question type: Radio Button Question*

# Appendix C - Q&A feedback

## QANDA

# What questions do you have?

Q Kate

21 July 20

Our roads are so abysmal that within 2 - 3 years major roadways that were “fixed” are now being repaired again. This is a huge waste of tax payer time and money. How do you plan on improving the materials used on our road s to better handle our extreme climate?

A Publicly Answered

The City of Winnipeg is committed to ensuring that the citizens of Winnipeg are supplied with products that adher e to the highest standards as well as ensuring long-term value. In order to accomplish these goals the Public Wor ks Department has developed and maintains a set of written product specifications. Any product supplied or instal led for Surface Works must meet or exceed these specifications. The Public Works Department also reviews and approves aggregates and concrete/asphalt mix designs. The Public Works Department is also working on updatin g our specifications to account for extreme weather and climate change. For example, the Public Works Departm ent recently updated the base and sub base specification to improve the performance of our infrastructure. The n ew specification introduced open-graded materials for use as free-draining base and sub-base within the paveme nt structure. Undrained water in the pavement supporting layers can freeze and expand, creating high internal pre ssures on the pavement structure. Moreover, flowing water can carry soil particles that clog drains and, in combin ation with traffic, pump fines from the subbase or subgrade. The use of free-draining and non-erodible materials c an control and prevent pumping. Also, the new version includes tests which are able to identify poor performing materials to identify material durability and its resistance to weathering. These tests are essential in our current a nd expected climate. The Public Works Department expects the service lives of our pavements will increase by 1 0 to 25 percent by using the new materials with significant improvement in the performance. This will lead to a cos t-effective structure, with an anticipated measurable impact on reducing life-cycle cost of repairs due to its project ed durability and longevity. Finally, the Public Works Department applies different pavement design methods to a ccount for the effects of seasonal freezing and thawing, frost heave, and thaw weakening. Because of the frost-s usceptible subgrade materials in Winnipeg, the Public Works Department is studying the use of chemical and phy sical methods to stabilize lower-quality materials. Stabilizing these foundational layers can play a key role in mitig ating the effects of climate and the stresses generated by traffic.

Q AC204

28 July 20

Can previously asked questions be posted here for everyone to view? If privacy is a concern, don't show those d etails.

A Publicly Answered

Thank you for the question about this tool. The Q&A tool will display the questions that were asked and the City's responses so that everyone can learn more about the projects. We are currently working on a number of answers , and will also be posting questions and responses from the Zoom webinars as well.

## QANDA

### What questions do you have?

Q Neil
07 August 20

I don't see anywhere that indicates that urban reserves are being planned to accommodate this purported growin g population. The housing planned on the reserve is medium density instead of high density. Instead you are tear ing up our mature neighbourhoods. *Submitted at virtual event*

A Publicly Answered

While the creation of urban reserves is largely a process that falls to other levels of government and First Nation s, the section on Indigenous Economic Development Zones directs the City of Winnipeg to welcome and facilitate their creation. The redevelopment of sites like Kapyong Barracks will absolutely be valuable in accommodating for ecasted population growth.

Q Brett
11 August 20

I don't see anywhere that indicates that urban reserves are being planned to accommodate this purported growin g population. The housing planned on the reserve is medium density instead of high density. Instead you are tear ing up our mature neighbourhoods. *Submitted at virtual event*

A Privately Answered

test

Q Brett
11 August 20

How many secondary plans are there? *Submitted at virtual event*

A Publicly Answered

There are currently 38 active local area plans in the city. They can be found here: https://winnipeg.ca/ppd/CityPla nning/LocalAreaPlan/default.stm.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Has/Will this plan been adapted to include whatever ends up happening with Portage Place Shopping Centre? *S ubmitted at virtual event*"

A Publicly Answered

This is a high level plan. We do not speak specifically to Portage Place in the document but we talk about the nee d for housing downtown and a walkable street environmet. This type of redevelopment would accomplish these g oals.

Q Brett
11 August 20

What alternatives were considered when determining the intensification target? *Submitted at virtual event*

A Publicly Answered

Key info available here: https://engage.winnipeg.ca/planning-for-our-shared-future?tool=news_feed#tool_tab.We a re looking for feedback on the intensification target as well.For more information on the growth scenarios we consi dered in developing the intensification target, see here: https://engage.winnipeg.ca/planning-for-our-shared-future/ news_feed/growth-scenarios.

Q Brett
11 August 20

What is being done to support and upgrade boarding homes throughout Winnipeg? *Submitted at virtual event*

A Publicly Answered

We talk about the need for different housing types across the city. We do not specifically reference boarding hom es in the draft.

## QANDA

# What questions do you have?

Q Brett
11 August 20

How many people are on this meeting?

A Publicly Answered

44 attendees, as of 7:32 p.m.

Q Brett
11 August 20

How were the development timelines determined for the greenfield areas identified? *Submitted at virtual event*

A Publicly Answered

A number of factors:- following the pipe- the City's infrastructure plan (endorsed by Council; best recommendation s for 10 years of capital spending)- a balance of land supplies in different quadrants- the scope of remaining enab ling workKey info section includes assessment highlights: https://engage.winnipeg.ca/planning-for-our-shared-futu re?tool=news_feed#tool_tab. The assessment results I mentioned can be found here: https://engage.winnipeg.ca/ planning-for-our-shared-future/news_feed/ourwinnipeg-residential-growth-study-study-area-assessment-results.

Q Brett
11 August 20

How do you measure how much progress the city is making towards achieving the Complete Communities vision ? I know that alignment is discussed in every admin report to council committees, but what about the big picture? *Submitted at virtual event*

A Publicly Answered

In terms of the intensification target, we are planning to report back on an annual basis as to whether we are achi eving that target or not. If we are achieving the target, we can identify successes and why we think we were succ essful and if we are not, we will have to figure out why and determine how to achieve it.The target is also in the Climate Change Action Plan (https://winnipeg.ca/Sustainability/PublicEngagement/ClimateActionPlan/default.stm).

## QANDA

# What questions do you have?

Q Brett
11 August 20

Why is the focus on increasing density in the downtown more than increasing density in existing suburbs? *Submitted at virtual event*

A Publicly Answered

Complete Communities 2.0 states that the highest densities should be focused to areas that provide the best transit service. This includes not only Downtown but also rapid transit station areas and Corridors throughout the City.

Q Brett
11 August 20

How does the amount of retail space in the City of Winnipeg compare to other major Canadian cities on a per capita basis? *Submitted at virtual event*

A Publicly Answered

The Employment and Commercial Lands Study estimated that there is 33.8 million sq. ft. of retail, service, and vacant commercial space in the City of Winnipeg (p. 8-23). The report didn't determine the comparable figure for other cities, but was able to provide shopping centre space per capita of the ten largest Canadian cities (p. 8-24). On this metric, Winnipeg was middle-of-the-pack at 20.8 sq. ft., compared to 31.4 sq. ft. in Edmonton (highest) and 6.7 sq. ft. in Vancouver (lowest). It also notes how Winnipeg compares to the national average with regards to shopping centre types, including Mixed-Use types (lower than average) and Power Centre types (higher than average).  The report can be found here: https://engage.winnipeg.ca/planning-for-our-shared-future/news_feed/employment-and-commercial-lands-study.

## QANDA

# What questions do you have?

Q Brett
11 August 20

What about plans for Supported Mental Health Housing/Low-Income Housing? *Submitted at virtual event*

A Publicly Answered

While the city is not a direct provider of housing, there are tools the City could be using to support various types of housing for low income households to meet their needs, including supportive housing. Such actions to support affordable housing are being explored in the short and long term. There are also a variety of programs at the fede ral level to support housing with supports, such as through the Reaching Home Program, of which End Homeless ness Winnipeg (EHW) is the Community Entity for Winnipeg. The City of Winnipeg does provide yearly funding to EHW to support their efforts.

Q Brett
11 August 20

How do you reconcile all the $300,000 housing infill with affordable housing. Seems to me repairing older houses is more in line with affordability.

A Publicly Answered

The decision to repair an older home or to replace it with a new home is a decision that often considers various fa ctors. For instance, it might come down to economics where repair is more expensive, especially if there are cost ly building code issues to address or structural issues. New development can also provide opportunities for more density. Densification provides opportunities for a mix of housing types and smaller, accessible units, which can p rovide affordability and age in place opportunities in the context of an aging population. New development will typi cally be more energy efficient , which leads to long term cost savings. The Housing Needs Assessment provides data on Winnipeg's current housing stock. According to this report, 8% of Winnipeg's housing stock is in need or major repairs. A link to this report is provided. http://clkapps.winnipeg.ca/dmis/ViewDoc.asp?DocId=20089&Secti onId=&InitUrl=.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Can you point to the evidence that is the basis for each of the changes being proposed? For example the evidence that supports 50% new development in new green field? *Submitted at virtual event*

A Publicly Answered

A Residential Growth Study was undertaken to help determine how Winnipeg could grow in the best possible way. As part of this study, three growth scenarios were evaluated. More information on this is available here: https://engage.winnipeg.ca/planning-for-our-shared-future/news_feed/growth-scenarios. Employment Lands and Commercial policies are informed by the Employment and Commercial Land Study. More information on that is available here: https://engage.winnipeg.ca/planning-for-our-shared-future/news_feed/employment-and-commercial-lands-study.

Q Brett
11 August 20

What are the mechanisms in the Complete Commuities Policy for accountability and compliance? *Submitted at virtual event*

A Publicly Answered

The new Complete Communities Direction Strategy 2.0 contains a substantially more detailed policy framework than the previously adopted version. Central framework is a commitment to monitoring key land use metrics and reporting this information to Council on an annual basis. Complete Communities 2.0 has committed to a residential intensification (building of new homes) that directs 50% of new residential development to built up areas of the city. Status updates on the intensification target will be provided to City Council on an annual basis. In addition to the intensification target, a more detailed policy framework has been developed to better integrate future development with service provision and infrastructure planning. Reporting on how development aligns with future servicing requirements will be included in regular reports to Council. The Implementation Section in Complete Communities 2.0 also contains a detailed table (page 159) which identifies key actions, their level of priority, departmental involvement and the budget process required to fund the identified action. This table will inform the Public Service's work plan going forward as we implement policies in Complete Communities 2.0. Although Complete Communities 2.0 is our strongest type policy tool in that it is adopted as by-law, full implementation of these policies requires our elected officials to vote in accordance with these policies. It is our hope that Council is supportive of policies laid out in Complete Communities 2.0 and that this document will be used to assist our elected officials in making informed decisions that further contribute to the long term sustainability of our city.

## QANDA

### What questions do you have?

Q Brett
11 August 20

Will prioritization of serviced land for development in built -up areas factor in lands like the Public Market where th ere will be additional costs to clean up contaminated sites? *Submitted at virtual event*

A Publicly Answered

The greenfield phasing plan only prioritizes future greenfield areas. Sites like Public Markets are part of the existin g built-up area; in the plan's overall prioritization, the existing built-up area is prioritized over greenfield areas for t he use of development-enabling tools such as infrastructure investment, planning, public realm improvements, etc . (see 6.1 of the General Growth section).The costs of remediating contaminated sites is typically borne by the de velopment proponent, but the public sector may help if the costs of doing so are prohibitive to development. Plan policies would support this as a way of incentivizing development in the existing built-up area.

Q Brett
11 August 20

What is density bonusing? *Submitted at virtual event*

A Publicly Answered

A Density Bonus is an incentive tool allowing developers to increase the density of their development, normally in exchange for building or contributing to a community-based project. Density bonusing and inclusionary zoning are tools that encourage and/or require the development of affordable housing that is integrated with market housing.

Q Brett
11 August 20

Given the increased work from home, currently and for the future, what is the driving force behind seeing down to wn as a primary destination? *Submitted at virtual event*

A Publicly Answered

Notwithstanding the long term future for offices, Downtown still provides an excellent opportunity to accommodate growth in an area that strongly supports complete communities principles - it strongly supports sustainable transp ortation options as well as commercial and cultural amenities.  In addition, plan policies recognize it as Winnipeg's "window to the world" and its chief economic driver, where intensification will add to its strength and vibrancy.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Why is the city letting infill procide in a wild west haphazard manner instead of waiting until fall for the planning dir ection? *Submitted at virtual event*

A Publicly Answered

There are currently regulations in place governing infill development, including the existing Complete Communitie s Direction Strategy, the Winnipeg Zoning By-law, and Secondary Plans in some neighbourhoods. The new plan ning documents, including Complete Communities 2.0 and proposed Residential Infill Guidelines, which are antici pated to launch in the Fall, will build on thre current regulations. In the meantime, there continues to be demand for infill development and people wanting to build it. The current regulations will continue to govern infill developm ent until new regulations and guidelines are in place.

Q Brett
11 August 20

What is the current greenfield to infill ratio in the city? If the City is to come anywhere near its sustainability goals, it seems that the ratio will need to be significantly tilted to infill development. Is the 50/50 ratio enough to meet ou r 20% reduction by 2030 based on 2011? *Submitted at virtual event*

A Publicly Answered

From 2011 to 2018, 45% of new residential growth occurred in the existing built-up area. Winnipeg's Climate Acti on Plan determined through emissions modeling that 50% of new residential units will need to occur within strate gic infill areas by 2030. This may not seem ambitious enough as a long-term goal, but if no actions are undertake n to make infill easier, more desirable, and more predictable, we would expect that number to decrease over time through the depletion of easier opportunities.The Climate Action Plan can be found here: https://winnipeg.ca/susta inability/PublicEngagement/ClimateActionPlan/pdfs/WinnipegsClimateActionPlan.pdf.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Is there any intent or mechanism included to incentivize grocery stores in older neighbourhoods? Hard right now t o walk or bike to a grocery store given how they have left many of the core areas. *Submitted at virtual event*

A Publicly Answered

Complete Communities is fairly narrow in scope in that it prescribes how new commercial uses, including grocery stores, can be introduced in older neighbourhoods, but it doesn't speak to how they might be incentivized.The dra ft OurWinnipeg is a higher-level document that broadly addresses related issues through the following proposed p olicies:1.17 Neighbourhood Needs Assessment. Invest in neighbourhood revitalization and supportive land uses without contributing to gentrification or the displacement of systemically disadvantaged people by layering interde partmental and community data to better understand socio-economic needs, gaps, and resource pooling required for collaborative action.2.22 Local Food Security. Enable sustainable, local, affordable, healthy agricultural food sy stems that include access to land, scalable production, processing, storage, distribution, preparation, consumptio n, and disposal, to achieve food security and build community cohesion.3.17 Sustainable Transportation Connecti vity. Prioritize enhancements to the public transit system and active and public transportation network that improv e their viability and access to places such as educational institutions, employment opportunities, recreation and li brary facilities, providers of essential goods and services, and health providers, especially for neighbourhoods mo st impacted by poverty.4.5 Healthy Food. Pursue access to locally-sourced, health food production and distributio n as a fundamental component of community health, climate change mitigation, and poverty reduction.

Q Brett
11 August 20

As there is an intensification target for Downtown, how do you plan to meet that target? Are there also plans to co nnect with WPS (Winnipeg Police Service) to ensure that Downtown is a safer place to reside or live in? *Submitt ed at virtual event*

A Publicly Answered

The intensification target aims to establish a minimum of 350 new dwelling units per year in the Downtown each y ear until 2030, and 500 dwelling units per year after 2030. In order to accommodate the forecasted demand for h ousing, the City should provide for predictable development through the timely delivery of growth-enabling and gr owth-supportive infrastructure.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Targeting 50% of growth in established communities isn’t that much of a stretch target when we are already at 45 %. Why not target greater sustainability? *Submitted at virtual event*

A Publicly Answered

The flipside of the intensification target is the need for greenfield land, while this need is tied to the City's desire to accommodate new single family dwelling. As long as the City intends to accommodate this demand, there's only s o far this target can be pushed, given that single family homes can't be accommodated in infill areas at a scale of 1,600 new units a year over 20 years, which is what is forecasted.We considered a 60% intensification target but f ound that meeting these numbers required suppressing the amount of new multifamily units developers would be willing to build in greenfield areas to at least some extent (because the numbers have to come from somewhere). This was not desirable because we want to ensure new neighbourhoods can be complete, too.Now it's certainly p ossible that the housing market ends up building more multifamily dwellings relative to the forecast - in fact, we've already been seeing this in the last few years - which would mean we would stand a better chance of meeting or exceeding the target. Of course if it flips the other way, 50% may end up being quite challenging.To a large exten t, the specific number we end up achieving will be determined by factors outside the City's control. Instead, we wo uld emphasize City decision makers focus on what they can control, that the City take tangible actions to make d evelopment in the existing built up area easier, more desirable, and more predictable.Finally, we also expect that if no such actions are undertaken, this number will naturally fall due to the depletion of easier infill development o pportunities over time.

Q Brett
11 August 20

Can you provide any comments on the process/timing for overlaying plans for infrastructure investment and trans portation (not transit) corridor improvements on the broad our Winnipeg plan? *Submitted at virtual event*

A Publicly Answered

The City's Infrastructure Plan prescribes the recommended timing of City capital projects. If a major road project i s needed before development in a certain area can occur, it is logical that the planning for this area should align with this timeline. This was one of a number of determining factors that influenced the phasing plan recommendati ons.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Hi and thanks for doing this! I was wondering if there's any discussion around form-based zoning as opposed to our current zoning practices? *Submitted at virtual event*

A Publicly Answered

Typically, once cities adopt new development plans prescribing high-level policies, zoning by-laws are then revise d to ensure alignment. This is our intent, at which time we would then consider form-based alternatives to convent ional zoning.

Q Brett
11 August 20

Are you going to set aside lands for schools and libraries, etc. *Submitted at virtual event*

A Publicly Answered

Of course! When proposals for new subdivisions or area plans are received by the City they are circulated to a wi de range of stakeholders, including school divisions, so they can advise of their needs. It is at this stage that land is set aside for such community needs.

Q Brett
11 August 20

What initiatives will be put forth to encourage community involvement, especially with new residential developmen ts? What emphasis will there be on religious/community centres? *Submitted at virtual event*

A Publicly Answered

The draft OurWinnipeg proposes the following policies:1.11 Representative and Participatory Democracy. Create meaningful engagement opportunities with impacted residents and stakeholders, ensuring notification and informa tion-sharing on decision-making processes and when public feedback will infludence the outcome.3.16 Optimize F acility Access. Maximize the use of existing municipal assets to promote recreation, community development, and social interaction, while optimizing equitable access, infrastructure reinvestments, service delivery methods, and r esource management.6.23 New Communities. Plan New Communities to identify and include a defined level of s ervice for public infrastructure and resource requirements, or approved alternative, to achieve complete communit ies including transit, recreation, parks, libraries, emergency services, and digital communications technology infra structure.

## QANDA

### What questions do you have?

Q Brett
11 August 20

What considerations have been given to the negative impact of gentrifying the downtown area on current margina lized residents-new comers,elderly folks,indigenous peoples? *Submitted at virtual event*

A Publicly Answered

We have seen some single-room occupancy hotels shut down, which would be a source of displacement. Propert ies like the St. Regis and the St. Charles are sitting empty largely because the owners found it too costly to keep up those old buildings. Whether or not there is redevelopment interest in those properties remains to be seen.

Q Brett
11 August 20

In the three intensification scenarios, there is breakdown of housing types (single-family, multi-family, etc). Are tho se simply chosen targets, or were those breakdowns calculated somehow? And if, how? *Submitted at virtual eve nt*

A Publicly Answered

It should also be noted that the City is bringing forward the recently complete Housing Needs Assessment report t his fall, which should provide us a better understanding of where the need is the greatest and what type of housin g the city should be focusing on.

Q Brett
11 August 20

What consideration has been given to re-evaluating our current parking minimums? *Submitted at virtual event*

A Publicly Answered

We have seen some single-room occupancy hotels shut down, which would be a source of displacement. Propert ies like the St. Regis and the St. Charles are sitting empty largely because the owners found it too costly to keep up those old buildings. Whether or not there is redevelopment interest in those properties remains to be seen.

## QANDA

# What questions do you have?

Q Brett

11 August 20

Given the reaction among residents of mature communities to inappropriate infill, which is planned too grow, and t herefore will increase pressure on those city councillors, what can you do to change the build/sell/move on model , and steer developers to become genuinely neighbour and neighbourhood friendly. *Submitted at virtual event*

A Publicly Answered

A key objective within Complete Communities Direction Strategy 2.0 is that our Mature Communities will continue to play a key role in advancing our goal of building more complete communities. Welcoming more people into our Mature Communities will require thoughtful infill development that ensures building design responds to the local c ontext. To ensure City policies are implemented in a way that accommodates growth and change without losing w hat makes our neighbourhoods unique, the Complete Communities Direction Strategy 2.0 has identified, as a key action, the creation of Residential Infill Guidelines for Mature Communities. The Guidelines cover a broad range of development and design issues that include local context, site layout, building design, building mass (size and scale), privacy concerns, landscaping, and parking. The Guidelines will not dictate what type of architectural style a building should take, but rather will help create a standard of development within our mature neighbourhoods th at respects the character of the neighbourhood it is in.

Q Brett

11 August 20

When you say making infill easier what does that actually look like? There are older neighbourhoods having infill t hat has a negative impact on existing homes. Compatibility is a big issue. The Old Grace Coop is a good model th at could be replicated. *Submitted at virtual event*

A Publicly Answered

Complete Communities 2.0 commits to a residential intensification target that directs 50% of new residential devel opment to built up areas of the city. The goals of policies in the Established Neighbourhoods section (page 87) a re intended to support contextually sensitive infill development. Goal 2 (page 93) includes policies that outline loc ation criteria which identify where residential densification is most appropriate in Established Neighbourhoods. Goal 2 (page 96) outlines design guidelines that should be incorporated into new development to ensure new co nstruction in older neighbourhoods is considerate of area context. These policies empower the forthcoming Resid ential Infill Guidelines that will provide more detailed policy and regulation guiding infill development in Winnipeg. All of these new policies are intended to provide more clear and consistent expectations for all stakeholders rega rding infill development. The intention is with these policies in place, the standard for infill construction will be rais ed, neighbourhood residents will be assured of a certain quality of development and developers will have “rules” t o follow when undertaking infill development. It is our intention these policies and regulations will ultimately result in a smoother process for all stakeholders impacted by infill development.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Where and how are we going to access official information on which areas are to have infill housing? *Submitted at virtual event*

A Publicly Answered

Complete Communities 2.0 is recommending that infill housing be accomodated throughout the City.

Q Brett
11 August 20

Have decisions to put so much emphasis on continued suburban sprawl been driven by developers, or by concer n for sustainability targets tied to Paris Climate Accord, and social justice commitments of the Truth and Reconcili ation Report? *Submitted at virtual event*

A Publicly Answered

Recommendations to proceed with suburban development come from the need to accommodate growth.This gro wth is closely tied with the City's Climate Action Plan (https://winnipeg.ca/Sustainability/PublicEngagement/Climat eActionPlan/default.stm). The Plan recognizes we need to be a more climate resilient city.

Q Brett
11 August 20

Trees are a major element of the look and feel of our neighbourhood. Shouldn't there be provisions in complete c ommunities to preserve mature trees and plant new trees? I saw mention of "room for trees", but no more. *Subm itted at virtual event*

A Publicly Answered

Established Neighbourhoods goal 6 (page 99) emphasizes the importance of preserving and expanding Winnipeg ’s tree canopy.  Complete Communities 2.0  supports the creation of the Residential Infill Strategy that will provide more detailed policies and regulations regarding infill development.  The Infill Strategy is recommending new land scaping requirements that will require planting new trees when undertaking all forms of residential development in Mature Communities.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Where does TOD land in here? and how have you defined it? *Submitted at virtual event*

A Publicly Answered

One of the primary objectives of the updated Complete Communities document is to ensure integration of land use and transportation planning. This includes tying the intensity of redevelopment to proximity to frequent transit service. This approach has been tailored across policy areas including the Downtown, along corridors, to centres, within Established Neighbourhoods or in Major Redevelopment Sites. The Mobility section outlines numerous supportive policies that enable transit oriented development to occur. Further, Major Redevelopment Sites along the Southwest Rapid Transit Corridor are where Winnipeg's emerging TOD communities are currently developing. Major Redevelopment Sites policies continue to support TOD development in alignment with Winnipeg's TOD Handbook. It is anticipated future Rapid Transit routes will be located within or adjacent to existing arterial rights of way. Corridor Policies in the Complete Communities Direction Strategy 2.0 have been developed to ensure TOD style development can be undertaken that along these future Rapid Transit lines.

Q Brett
11 August 20

Does the social component of this doc include better policing? Lighting is expensive and good but it doesn't make safe streets. *Submitted at virtual event*

A Publicly Answered

The draft policy content includes an intention to move to a more proactive approach to community safety based on root causes / social determinants of health. Some specific policies for further reference include 4.3, 4.6, and 5.7 in OurWinnipeg.

## QANDA

### What questions do you have?

Q Brett
11 August 20

The proposed widening of Kenaston from Taylor to Academy and the St. James Bridge has soared from an estim ated $129-million in 2011 to $450-million in 2018. Will a new cost-benefit analysis be conducted to assess whethe r this project should be scaled-back, especially given the CoW's goal to significantly reduce dependency on single -occupant vehicle use as part its climate change strategy referenced in OurWinnipeg? *Submitted at virtual event*

A Publicly Answered

The document that gets into detail on the road network is the Transportation Master Plan. The Public Works depa rtment is starting the process of updating that document that is coming up.

Q Brett
11 August 20

The proposed widening of Kenaston from Taylor to Academy and the St. James Bridge has soared from an estim ated $129-million in 2011 to $450-million in 2018. Will a new cost-benefit analysis be conducted to assess whethe r this project should be scaled-back, especially given the CoW's goal to significantly reduce dependency on single -occupant vehicle use as part its climate change strategy referenced in OurWinnipeg?

A Privately Answered

Duplicate

## QANDA

### What questions do you have?

Q Brett
11 August 20

For new communities or developments, would an impact fee still be required? I understand there is a current legal challenge to this but as we move forward with building new communities and invite people to live in these commu nities, should it be better to just remove this fee? *Submitted at virtual event*

A Publicly Answered

The City of Winnipeg has gone through a period of growth that has impacted the City's operating and capital cost s and revenues. This growth is placing pressure on public infrastructure and the need for City Council to invest in additional capacity to accommodate growth. At the same time, the condition of existing infrastructure is deteriorati ng. An impact fee is one of several tools a city can use to fund the costs of a growing city. An impact fee can help ensure that growth pays for growth. It recognizes that new or expanded infrastructure is required to accommodat e growth throughout Winnipeg and imposes some of the costs of this infrastructure on the properties that benefit f rom the new or expanded infrastructure.

Q Brett
11 August 20

Historical buildings. If a building is not going to be used and subject to decay and potentially vandalism, arson, et c why would we want to preserve this? I understand the want to maintain the facade but if it's going to become de relict what is the point? Would a timeline be offered in order to keep the building stable. *Submitted at virtual even t*

A Publicly Answered

Although vacancy is not ideal, there are several listed historical buildings in the city that have been vacant or dere lict for several years and have been successfully rehabilitated into fully occupied buildings. With proper mothballin g efforts, regular inspections, financial incentives (at times), and some patience, these long-vacant heritage buildi ngs can eventually be restored to their former glory. Some recent examples include the James Avenue Pumping Station, the Metropolitan Theatre, the Merchant’s Hotel, and the Fortune Block. I encourage you to tour around th e Exchange District or the Forks, especially during warmer weather. There you will see that many of those buildin gs were once vacant too and are now full of life.

## QANDA

# What questions do you have?

Q Brett
11 August 20

2045 plan should be tied to climate change targets, and it is very difficult to reconcile the promotion of sprawl whe n the world is already on fire, and by 2045 we will be seeing massive climate driven migration, likely impacting Wi nnipeg. Is the 2045 plan an improvement over prior plans with respect to Climate Change targets? It seems to be big step backwards. *Submitted at virtual event*

A Publicly Answered

At the crux of Complete Communities 2.0 is a residential intensification target. Consistent with the City's Climate Change Action Plan, the intensification target states that a minimum of 50% of all new dwelling units be accommo dated in the existing built-up area of the city. To achieve this target, the City will need to expend considerable effo rt in making new development in these areas easier, more desirable, and more predictable. This will be an import ant part of offsetting the depletion of easier infill development opportunities as they are exhausted over this By-law 's 20-year time horizon. This is a step forward in comparison to prior plans which did not contain any intensificatio n targets for infill development.

Q Brett
11 August 20

Is there a plan for re-development of abandoned north-end properties as infill and/or is there is plan for north end revitalization? What is being done to address stigma of living in the North End? *Submitted at virtual event*

A Publicly Answered

The only program with respect to revitalization is the City's Housing Rehabilitation Investment Reserve which prov ides a total of $1,000,000 toward various Housing programs in designated Housing Improvement Zones (HIZ) incl uding property repairs. William Whyte and North Point Douglas Neighs are two North End neighbourhoods desig nated as HIZs. These programs are funded by the City and administered by community renewal orgs. There are 5 HIZs city wide that receive funding currently, but there is interest in reviewing the program including its boundarie s. The yearly allocation of $1,000,000 has remained relatively unchanged since the program was developed in 20 00. The City has also had programs to use City owned surplus lands to support affordable housing projects. The most recent was a 2 year pilot in William Whyte that expired in Jan. 2020. Council recently adopted a motion (Jul y, 23, 2020) to design a new program after that one and expand it to all 5 HIZs.

## QANDA

### What questions do you have?

Q Brett
11 August 20

I've noticed most infill developments are done on a previous single lot area then two infill structures (houses) are built on that single lot. Is that how infill development's going to be moving forward? *Submitted at virtual event*

A Publicly Answered

Infill development is a broad term than includes a diverse range of housing typologies (i.e. small scale residential, low rise residential, medium density residential) developments. The type of lot upon which infill can be accommod ated will vary on a case-by-case basis, and take into account the compatibility of the proposed infill development with the surrounding area.

Q Brett
11 August 20

Given that the current suburban development pattern is insolvent (it cannot financially support its own infrastructu re past the first life cycle, never mind 2nd or 3rd), isn't planning for such "demand" for single-family homes essent ially driven by the fact that it is subsidized by future generations (ie. the opposite of sustainable)? *Submitted at vir tual event*

A Publicly Answered

The Financing Growth section directs the City to ensure that growth is fiscally sustainable.

Q Brett
11 August 20

How often is this proposed plan (if approved) going to be revisited or recalibrated based on current situation or ne ar-term projections to ensure that the initial proposal is still meeting its goal towards 2040? *Submitted at virtual e vent*

A Publicly Answered

The City does a formal review of the plan every five years. However, we are recommending that certain targets, such as the intensification target and the supply of vacant serviced and planned greenfield land be reported on an nually to City Council.

## QANDA

### What questions do you have?

Q Brett
11 August 20

Given that humans create sewage and not houses, and that mature areas have a much smaller population than d ecades ago, and that we use less water per capita than in the past, wouldn't it stand to reason that current pipe I nfrastructure in infill areas is largely sufficient to accommodate infill growth, at least to previous population levels? (Also, land drainage issues can be addressed using strategies such as green roofs, additional street trees, and re duced parking reqmts). *Submitted at virtual event*

A Publicly Answered

Generally that may be the case, but not always, and certainty is needed before a development can be approved f or construction.Some areas like Osborne Village have seen significantly more density added since its piped servi ces were originally installed.New development leads to increased non-permeable surfaces in a neighbourhood, w hich places a greater land drainage burden on combined sewers.The greatest concern with local water capacity is not about domestic use (showers, toilets, etc.) but fire protection. Bigger buildings need high levels of water press ure to fight potential fires, and original pipes were often not installed with larger multifamily buildings in mind. Of c ourse this need can be mitigated to an extent by the installation of sprinklers in a new building, but this adds costs and may jeopardize the economic viability of the project.

Q Brett
11 August 20

How can we follow this plan as it is further discussed and implemented? *Submitted at virtual event*

A Publicly Answered

You can look for updates on the website to follow the progress of the plan through the approval process, starting with first reading at City Council (which will set a public hearing date), the public hearing (at Executive Policy Co mmittee), and ultimately City Council consideration of the proposed By-law.

Q Brett
11 August 20

Where can we find a list of new communities planned for development? *Submitted at virtual event*

A Publicly Answered

This would be best found in the greenfield phasing plan (p. 26) and the New Communities section (p. 79) of the p roposed plan.

## QANDA

### What questions do you have?

Q Brett
11 August 20

The gasoline tax in Manitoba is among the lowest in Canada. The condition of our roads in Winnipeg is among th e worst and our investment in rapid transit lags other cities. Has the CoW examined proposing to the Province of Manitoba a new civic or Winnipeg Region gas tax dedicated to infrastructure so that “growth pays for growth”? *S ubmitted at virtual event*

A Publicly Answered

Every effort is being made to produce a policy draft that takes into account challenges and opportunities that tran scend jurisdictional boundaries in order for effective government partnerships to evolve. Some high-level OurWin nipeg draft policy references to this end are listed below: 1.8, 1.12, 2.3, 2.5, 2.6, 2.9, 3.11, 6.7.

Q Brett
11 August 20

Thank you for answering my mix-use question. For residential towers what is the formula for the amount of green space needed for recreation (Much like Vancouver seems to achieve). *Submitted at virtual event*

A Publicly Answered

Currently we only use a flat % (8% if fronting a street, 10% if riverbank land that has minimal landscaping and not street front) of open space based on an area being developed (for green field). We do not currently have a densit y factor built into our process, but it’s something we were planning to looking into that as part of our next paramet er review.

Q Brett
11 August 20

Have tents been designated affordable housing. *Submitted at virtual event*

A Publicly Answered

Tents as affordable housing are not mentioned in the plan.

## QANDA

### What questions do you have?

Q Brett
11 August 20

Did the policy developers look at any cities outside of North America re: their growth strategies (i.e. Europe). *Submitted at virtual event*

A Publicly Answered

Policies in Complete Communities 2.0 were informed by best practices in urban planning. Although we did not specifically draw on policy from European cities, many accepted best practices in urban planning have come from Europe, including an emphasis on creating walkable environments, integrating public transportation systems with land use, encouraging non-motorized transportation, supporting mixed use development and adopting progressive Climate Change policy. During the drafting of Complete Communities 2.0, specific examples of best practice were taken from a number of western Canadian cities as well as progressive American cities including Minneapolis, Minnesota and Portland, Oregon.

Q Brett
11 August 20

Maybe you could explain the difference in mandate between “Our Winnipeg” and this “2045 Completer Communities Plan”. *Submitted at virtual event*

A Publicly Answered

As the City's overarching 25 year plan, OurWinnipeg sets out a sustainable development and human rights framework of goals, objectives, and policies that align with the United Nations Sustainable Development Goals (SDGs). Complete Communities 2.0 aligns with OurWinnipeg's policy direction to ensure that our City's desired sustainability outcomes are fully implemented and achieved through Winnipeg's physical development.

## QANDA

### What questions do you have?

Q Brett
11 August 20

If the complete communities plan calls for neighbourhood sensitive development, why was the infill plan presente d last winter proposing bylaws which would apply to all mature areas in the City, regardless of the great differenc es between the various neighbourhoods? *Submitted at virtual event*

A Publicly Answered

One of the main objectives of the Residential Infill Guidelines is to provide clarity, consistency, and some flexibilit y in creating building designs that meet the objectives outlined in OurWinnipeg and the Complete Communities Di rection Strategy 2.0, while ensuring that new development responds to the local context. To achieve this, the Gui delines will cover a broad range of development and design issues that include local context, site layout, building design, building mass (size and scale), privacy concerns, landscaping, and parking. The Guidelines are not intend ed to dictate what type of architectural style a building should take, but rather will help create a standard of develo pment within our mature neighbourhoods that respects the character of the neighbourhood it is in.

Q Brett
11 August 20

Plans for housing policy and development? More urban growth needed around the rapid transit. Core area in fill h ousing projects, multiple housing projects. *Submitted at virtual event*

A Publicly Answered

All of the points you raised are covered in the Complete Communities 2.0 By-law.

Q Brett
11 August 20

The plans for possible homes and condos that may be built on the Kapyong Barracks site that is now indigenous land, will the land then be leased to the new home buyers? *Submitted at virtual event*

A Publicly Answered

Complete Communities 2.0 identifies the Kapyong Barracks as a Major Redevelopment Site. Policies for Major R edevelopment Sites include that development be guided by a front-end collaborative planning process. Details ar ound how the land will be used will be determined through the planning process.

## QANDA

# What questions do you have?

Q Brett
11 August 20

When can we have something like sky train or Metro train? *Submitted at virtual event*

A Publicly Answered

A Transit Master Plan for Winnipeg is currently in development and the project team is considering all options. Bu ilding light rail infrastructure costs many times more than bus rapid transit infrastructure. To justify the cost, in mo st cities, the decision to change a rapid line from bus to rail is based on criteria such as how many people use the service now and how many may use the service in the future to justify the cost. The Winnipeg Transit Master Plan will set criteria for when a light rail line should be considered.

Q Brett
11 August 20

Could we have a paid bicycle supervision project at each local mall?

A Publicly Answered

This level of detail is not covered in OurWinnipeg. Action-oriented ideas are welcome but would need to be consid ered further within the policy implementation and priority-setting process and evaluate the amount of community b enefit toward the sustainable development goals compared to other City priorities.

Q Brett
11 August 20

Do the Peg Indicators mirror or coincide with the UN SDG indicators for each of the 17 goals? For greater clarity, does PEG actually measure progress towards the UN SDGs?

A Publicly Answered

The United Way Winnipeg and International Institute for Sustainable Development went through a collaborative pr ocess to determine the indicators that would be collected and represented on Peg. Their 2019 report describes th e connections with the SDGs and can be found here: https://www.mypeg.ca/2019-our-city-a-peg-report-on-winnip eg-and-the-sustainable-development-goals/ Peg begins to tell a story about of the current state of community that helps identify the work to be done towards achieving the ultimate goals. This is a starting point and other sets of i ndicators at various levels of detail that align with the SDGs could be incorporated going forward in the Strategic Priorities Action Plan process.

## QANDA

### What questions do you have?

Q Brett
11 August 20

If you are addressing poverty. Does that mean you will stop fining and charging superfluous fees and lower prope rty taxes to lower income Winnipeggers.

A Publicly Answered

Policies 3.12, 3.13, 4.13 and others describe proverty reduction intentions. Policy 1.8 (Accountable Revenue Gen eration) speaks to how equitably this can be done. OurWinnipeg draft policy does not go into the level of detail of who should pay or how much but ability to pay should not be a barrier to recieving City services as described in P olicy 1.7 (Equitable Service Access).

Q Brett
11 August 20

Is the final OurWinnipeg2045 document a statutory plan?

A Publicly Answered

Yes, it is a by-law as required by the City of Winnipeg Charter which is Provincial legislation.

Q Brett
11 August 20

How come human rights and equality is always for someone else? What about us regular people who just want to live in peace? Why aren't we considered, instead of "gender" people and cyclists.

A Publicly Answered

Human rights and equity applies to everyone but this doesn't mean that everyone is treated equally. Policy 1.7 (E quitable Service Access) describes that there should be a base level of services provided to everyone and that th ere shouldn't be barriers to participation. Policy language throughout the draft begins to set priorities based on th e needs of systemically disadvantaged groups or neighbourhoods because it benefits the quality of life of the who le city if people are able to have a base quality of life.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Who are these stakeholders you speak of? *Submitted at virtual event*

A Publicly Answered

There is a Community Advisory Committee of 14 diverse members https://winnipeg.ca/Interhom/CityHall/OurWinnipeg/AdvisoryCommittee.stm, there are 13 key stakeholder organizations including United Way Winnipeg, Winnipeg Chamber of Commerce, Green Action Centre, Youth Agencies Alliance, Winnipeg Regional Health Authority and others. We invited participation to increase representation  from community-based organizations including those that represent Indigenous peoples, poverty reduction groups, neighbourhood renewal organizations, youth and many more. If you know of others or are part of organizations that have feedback, please get in touch.

Q Brett
11 August 20

When you are talking about supporting Community Partnerships, what does that actually look like? *Submitted at virtual event*

A Publicly Answered

This depends: each different project or initiative requires different levels of governments and community organizations. We want to assess and improve relationships so we are moving in the same direction. There are a lot of best practices and lived experience and we can do well by learning from each other.

Q Brett
11 August 20

Which partners and communities? What if you are not part of an organization? How do you get accountability if you aren't part of an organization? *Submitted at virtual event*

A Publicly Answered

Public engagement is a process that provides opportunity for all Winnipeggers to provide feedback about the draft Plan whether as individuals or as members of a community group. The public hearing process is another opportunity to register to speak. More information can be found here: https://winnipeg.ca/clerks/cityHall/PublicHearingProcess.stm.

## QANDA

### What questions do you have?

Q Brett
11 August 20

Will this plan stop the city from allowing developers from tearing up our mature neighbourhoods? *Submitted at vir tual event*

A Publicly Answered

There is more detail in Complete Communities regarding the type of development that should occur in mature nei ghbourhoods. More information here: https://winnipeg.ca/interhom/CityHall/OurWinnipeg/CompleteCommunities.st m. The Residential Infill Strategy is also in progress right now.More information here: https://winnipeg.ca/PPD/Pub licEngagement/InfillStrategy/default.stm.

Q Brett
11 August 20

Will they be fixing the roads? *Submitted at virtual event*

A Publicly Answered

Road maintenance and repair is a level of detail that will be guided by OurWinnipeg's vision for sustainable and a ctive transportation and expressed in more detail in the City's Transportation Master Plan that is under review.

Q Brett
11 August 20

How will you go about ensuring that data collected won't be skewed, ex. if an organizations main concern is housi ng, then that will be their main focus, or if their main focus is diabetes? As examples. *Submitted at virtual event*

A Publicly Answered

OurWinnipeg and its implementation process will focus on peer- reviewed data that provides the most factual and representative state of the community with respect to its sustainable development goals.  The reason that indicat ors from the Peg initiative were included as preliminary indicators is that they are the product of extensive and div erse community engagement and expertise. The Strategic Priorities Action Plan process is intended to be a colla boration with stakeholders that think beyond thier individual interests and  work toward decision-making processe s that intersect many issues and have the most the public benefit.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Does it include upholding the law and getting rid of panhandlers and squatters in public spaces? *Submitted at vir tual event*

A Publicly Answered

OurWinnipeg provides policy intent to understand and address root causes of poverty, homelessness, economic opportunities and safety proactively for human dignity. It is not a document that provides detailed guidance on law enforcement measures.

Q Brett
11 August 20

What will supporting the social determinants of health look like, when healthcare is provincially mandated? Will th e city take on more social programs to promote better healthcare? *Submitted at virtual events*

A Publicly Answered

Looking at three pillars of sustainability. COVID-19 is one example of a health issue impacting municipal services and the local economy. The social determinants of health angle is encouraging the City to think in a way that look s at evidence, needs and root causes of poverty (for example).The Winnipeg Regional Health Authority was invol ved in the process and encouraged policy to address healthy built environments, green space, recreation, afforda ble housing, local food and other ways to meet basic needs. Policy 4.1 (Health Equity) and 4.11 (Equitable Servic e Access) contribute to a healthy community can contribute within the municiapl mandate.

Q Brett
11 August 20

Can you please list all members of advisory committee and also who are all the stakeholders of the 13? *Submitt ed at virtual events*

A Publicly Answered

The advisory committee members are listed here: https://winnipeg.ca/Interhom/CityHall/OurWinnipeg/AdvisoryCo mmittee.stm. We wanted two organizations representing different perspectives for each goal area. If you know of others stakeholder groups who may be interested to participate, please let them know we would like to hear from them.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Also, right now community profiles are currently being done, will you be connecting with them to see what their fin dings are for the different areas of the city? *Submitted at virtual event*

A Publicly Answered

Yes, we would be very interested in that data as it would help to inform priority actions.

Q Brett
11 August 20

Can you provide examples of enforcement mechanisms? *Submitted at virtual event*

A Publicly Answered

Policy 1.9 (Responsive Change Management) describes indicators, benchmarks and targets [as accountability me chanisms.] which can hold governments to account. Policy 2.1 (Climate Action Target) has a greenhouse gas e missions reduction target and deadlines to achieve them. OurWinnipeg draft policy doesn't identify enforcement mechanisms for all policy but that would be an important consideration of the Strategic Priorities Action Plan proc ess.

Q Brett
11 August 20

What are these community needs? My needs are never met. Who's needs are you going to be met? *Submitted a t virtual event*

A Publicly Answered

Needs in the context of OurWinnipeg are those of the collective community that are fundamental to basic needs b eing met and a high quailty of life in the future. The OurWinnipeg goals and community indicators help the City m easure and respond to unmet needs in the community within its span of control and influence, and beyond that, s eek partnerships to ensure that fundamental needs are equitably addressed. See also answer to Question 5.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Is there a staff role at the City who is responsible to ensure the plan is followed, monitored, evaluated and reported on? *Submitted at virtual event*

A Publicly Answered

Identifying accountability measures is anticipated to be part of the Strategic Priorities Action Plan next steps if Council and Province approve the draft policy. Continuing to build awareness within the organization, through inter-departmental champions and collaboration will be important going forward.This is the City's Plan once adopted and responsibility for ensuring the Plan is followed rests with the organization as a whole. The democratic public decision-making process also ensures the community has a role in holding the City accountable for making policy-based decisions.

Q Brett
11 August 20

How do you plan to implement sustainable transportation so there is less reliance on cars? *Submitted at virtual event*

A Publicly Answered

From a Transit perspective, plans include adding frequent transit near higher density areas.Complete Streets is also included - there's a hierarchy of users. This is about shifting so that most affordable and environmental sustainable options are integrated into city building through land use and transportation.There's also a Transportation Master Plan review and Transit Master Plan which are ongoing projects that will get to the detailed level and take their lead from the OurWinnipeg policy.

Q Brett
11 August 20

I appreciate the level of focus on sustainability. There is a mention of Community Benefits Clauses and Social Procurement (or as Calgary calls it, Community Driven Procurement) and working with Social Enterprises. To change the internal procurement policies to focus on this, would it require further council approval, or would this document be enough? *Submitted at virtual event*

A Publicly Answered

If approved by Council, OurWinnipeg will be a statutory plan. There are 131 policies and we will be looking at a prioritization process.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Is there a glossary related to land planning? Eg difference between Density and Intensification?

A Publicly Answered

There is a glossary in OurWinnipeg but does not include those terms.Page 40 here: https://winnipeg.ca/Interhom/CityHall/OurWinnipeg/Documents/OurWinnipeg.pdf.These terms may be in the Complete Communities glossary.Page 165 here: https://winnipeg.ca/Interhom/CityHall/OurWinnipeg/Documents/Complete-Communities.pdf.

Q Brett
11 August 20

Who are these partners? *Submitted at virtual event*

A Publicly Answered

Partners in the OurWinnipeg context include any groups external to the City of Winnipeg that share responsibility for the advancement of sustainable development goals on behalf of the community. See also answers to questions 6 and 8.

Q Brett
11 August 20

And a follow up to my question about the partnerships if a organization would like to partner with you, how would they get in touch? *Submitted at virtual event*

A Publicly Answered

The City welcomes any and all partnerships for the goals (UNSDG #17) and to that end can reach out through the contact email OurWinnipeg@winnipeg.ca or contact your area Councillor as well.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Have the decision makers been engaged along the way (to ensure that they have understanding of the process, a nd ideally, the outcome)? *Submitted at virtual event*

A Publicly Answered

Senior leadership and staff have been invited to participate and review the policy drafts throughout the process a nd this has brought us to a level of comfort to bring this draft forward for public feedback.

Q Brett
11 August 20

I would prefer this council did less planning and fix the roads. *Submitted at virtual event*

A Publicly Answered

Transportation infrastructure needs is one of many significant issues that all cities including Winnipeg need to pla n for and address to ensure that a high quality of life for all is achieved in the future.

Q Brett
11 August 20

If the plan is referencing the SDGs, will the final measures be related to the SDGs? *Submitted at virtual event*

A Publicly Answered

There will be alignment with the SDGs and measures that will enable the City and community to monitor progress so we can see where we are in relation to the goals.

## QANDA

# What questions do you have?

Q Brett
11 August 20

For youth non-profit organization. What’s the available access of support or resources we can get from the local of fice? *Submitted at virtual event*

A Publicly Answered

Policy 1.16 (Equitable Funding Distribution) speaks to review or development of criteria so funding is equitable dis tributed to organizations that support the City's goals. The level of detail on who should recieve funding or not is n ot covered in OurWinnipeg.

Q Brett
11 August 20

Given that one of the major issues with the current iteration of OurWinnipeg is that the Zoning By-law often doesn 't allow most of what is stated as City goals (without a litany of variances and conditional uses), are there any pla ns to overhaul the Zoning By-law to better align with the new OurWinnipeg/Complete Communities to allow more as-of-right? *Submitted at virtual event*

A Publicly Answered

The draft policy is not intended to idenify the tools; it is meant to provide a foundation of how we should approach issues or priorities. The intention is that by-laws flow from the OurWinnipeg policy. It would make sense that ever ything is updated based on OurWinnipeg if approved. Changes proposed in Complete Communities as well; sugg est asking this on next Wednesday as well.

Q Brett
11 August 20

Another thing as part of the stakeholders, have you consulted with people who are looking at what future trends a re? As in electric vehicles, climate change, human migration, etc. *Submitted at virtual event*

A Publicly Answered

Yes. OurWinnipeg policy in draft has been informed by background studies, best practices, subject-matter experts and the best available population projections sourced from the Conference Board of Canada.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Can you provide a ballpark of the funding required to execute on this plan in its entirety and what the public and p rivate sectors appetite is to finance this plan. *Submitted at virtual event*

A Publicly Answered

No.There has been no attempt to date to quantify this plan.  The proposed Plan implementation process would in clude a determination of budgeted actions already aligned with policy and additional actions that could be prioritiz ed and pursued within the City's existing budget.

Q Brett
11 August 20

There was not representation on the committee of 14 for Environmental Resilience. *Submitted at virtual event*

A Publicly Answered

The terms of reference for the Community Advisory Committee can be found at: https://www.winnipeg.ca/Interho m/CityHall/OurWinnipeg/Documents/Advisory-Committee/Terms-of-Reference-Advisory-Committee.pdf.

Q Brett
11 August 20

Does language, proactivity, partnering, sustaining, equality, etc include a moratorium on tearing up our mature nei ghbourhoods? *Submitted at virtual event*

A Publicly Answered

Complete communities language is important to determine how to develop infill housing in mature neighbourhood s that fit within the community character while accommodating change and diversity of options. The Residential In fill Guidelines that are anticipated to be public in Fall 2020 will provide more detail on this.

## QANDA

### What questions do you have?

Q Brett
11 August 20

What does my health or anyone's health have anything to do with fixing streets? *Submitted at virtual event*

A Publicly Answered

Growing cities that build for health include options that encourage walking and other forms of active transportatio n. More walking and other active transportation by more people more often and in a proportionately smaller geog raphic area not only makes a population healthier and more socially connected, but results in less linear kilometer of street infrastructure to fix for its population. Policy 6.16 (Complete Streets) speaks to safeguarding people at ri sk of fatality or injury. If road users and roads are safer then presumably less resources are needed for emergenc y services.

Q Brett
11 August 20

As you consider indigenous inclusion and participation, how have the TRC's Calls to Action fit into this plan? Are t hey referenced, with which ones the city is committing to address? *Submitted at virtual event*

A Publicly Answered

Policy 5.4 notes the TRC calls to action and calls for justice that create this important lens. The Indigenous Relati ons Division is working towards the calls to action at the municipal level.

Q Brett
11 August 20

Since land use and transportation are two sides of the same coin, what is being done to ensure that transportatio n decisions are actually helping meet the goals of OurWinnipeg/Complete Communities, instead of hindering? *Su bmitted at virtual event*

A Publicly Answered

We are looking at an integrated approach this time around with respect to land use planning and transportation a nd the draft policy sets the framework for that.

## QANDA

# What questions do you have?

Q Brett
11 August 20

What is slow creep? *Submitted at virtual event*

A Publicly Answered

The wording of the question refers to 'scope creep' rather than 'slow creep'.  Scope creep is the real or perceived assumption of [service] responsibility beyond a government or organizational purpose or mandate.

Q Brett
11 August 20

Hi Neil, Laura and Gary, thank you for the opportunity to participate. As a proud/lifelong resident of Fort Garry I h ave seen the south end grow substantially over the years. I was a youngster when Linden Woods and Whyte Rid ge were being built. I often refer to the new developments in Winnipeg as island communities as they don't blend i nto each neighbourhood like Fort Garry, Riverview, Lord Roberts, Earl Grey and River Heights do. These commu nities are standalone and surrounded by large fences. I am sure infill development will happen over the next 20 ye ars. The new communities, such as Waverly West, South Point and Bridgewater rely on personal vehicles. Comm unity centres, parks and firehalls often come much later in the development and planning. Does Our Winnipeg204 5 enable the City of Winnipeg to have greater say or perhaps taking a greater lead and more involvement in the a ctual development of new neighbourhoods and communities in the future, similar to how they were built decades ago? *Submitted at virtual event*

A Publicly Answered

Yes. OurWinnipeg policy enables the pursuit of Complete Communities as the 'blueprint' for further growth in exist ing areas of the city.  Detailed policy direction for this vision is found in the companion Complete Communities Dir ection Strategy 2.0 where there are specific references to 'Infill' and 'Established Neighbourhoods'.The City of Win nipeg works closely with developers in the planning of new communities. In the New Communities section of CC DS 2.0, there is a framework for how planning for new neighbourhoods will occur. Each new community requires the creation of a plan, which is intended to ensure that the components of a complete community are planned for prior to any development taking place. (Goal 1: New Communities section). These plans must be approved by Cit y Council.Also, recognizing that some neighbourhoods built in the past do not connect well with adjacent neighbo urhoods, we have added a new policy (4.1 of the New Communities section), which is about enhancing connectivi ty between neighbourhoods in new communities.

## QANDA

# What questions do you have?

Q Brett

11 August 20

There was not representation on the Committee of 14 for the Environmental Resilience Goal for greens space, na tural areas, green planning waterways. Many cities have biodiversity plans. On Page 21 Objective 5 Protect and Value ecosystems as essential Components to Quality of Life is very weak language. *Submitted at virtual event*

A Publicly Answered

Public and open spaces were discussed and advocated for regularly by a number of OurWinnipeg Advisory Com mittee members. We integrated language on green infrastructure. We rely on green spaces and climate action. W e adopted and elevated policy from Winnipeg's Climate Action Plan that you can find here: https://winnipeg.ca/Su stainability/PublicEngagement/ClimateActionPlan/default.stm. If you have input on stronger language, that would be helpful.A biodiversity plan may flow out of this process if identified as a priority if that is a gap.

Q Brett

11 August 20

Will you stop closing street to cars? Drivers have rights too? It's unfair to prohibit cars from using Wellington Cres cent. *Submitted at virtual event*

A Publicly Answered

Policy 6.16 (Complete Streets) focuses on safety of users ahead of convenience. Policy 1.7 (Equitable Service A ccess) also applies here and would suggest weighing what is in the community benefit and reduces barriers to pa rticipation.

## QANDA

### What questions do you have?

Q Brett
11 August 20

One of the challenges is that often the SDG's are linked… ie.. Hunger can't be addressed without dealing with SD G 1. Equity can't be addressed without addressing SDG 1. They are all linked to city issues, whether the city is di rectly responsible or not. How are you planning on addressing this? *Submitted at virtual event*

A Publicly Answered

Poverty reduction is in the economic prosperity section to connect the dots; includes engaging the community for self-sufficiency so everyone can participate in all areas of city life. The 131 policies can't be seen in isolation. Th ere are a number of policies that link in different layers, the evidence, and the different approaches or lenses to s olutions to complex challenges.We have tried to link the policy connections through 6 different sustainable develo pment goals as identified using the initials of related goals at the end of each policy direction statement as applica ble.We have used the term 'systemically disadvantaged groups', so we look at barriers to participation that exist a nd ensure those needs are prioritized.

Q Brett
11 August 20

What is the plan towards more low income housing, in the city of Winnipeg? *Submitted at virtual event*

A Publicly Answered

In OurWInnipeg 2045, there is a foundation so strategies on housing can evolve. Policy 5.2 references housing a nd frames it as a fundamental human right. Details exist in the Complete Communities 2.0 draft and the there is a housing policy and implementation plan which requires updating.

Q Brett
11 August 20

Is tackling homelessness part of the plan in being proactive or are will we continue in being reactionary (by tearing down shanties and blaring sounds under the bridge). *Submitted at virtual event*

A Publicly Answered

Some policies talk about poverty reduction and 5.3 talks about ending homelessness using a 'housing first' appro ach. Policies under good health and well being talk about social determinants of health and making sure needs ar e met.

## QANDA

# What questions do you have?

Q Brett
11 August 20

What will the policy due in regards to funding be re-directed to appropriate groups? (i.e. police some funding to co mmunity groups) If that's within the policies scope? *Submitted at virtual event*

A Publicly Answered

The high level draft policy in OurWinnipeg that addresses this question is policy 1.16 (Equitable Funding Distributi on) under the Leadership and Good Governance goal on page 20. Policy 1.6 (Results-based Budgeting) also sug gests we evaluate how to achieve the greatest community return on investment.

Q Brett
11 August 20

That answer raises the question of implementation. A lot aspirational plans fall flat when there isn't buy in of senio r staff. How have they been engaged and ensure that they are fully on board with goals and implementation? *Su bmitted at virtual event*

A Publicly Answered

City senior leadership and employees have been working closely with us throughout and this has brought us to th e point of bringing this draft for public feedback.

Q Brett
11 August 20

River Heights needs more low income housing, is this goal or policy for the future? *Submitted at virtual event*

A Publicly Answered

Policy 5.2 (Affordable and Supportive Housing Options) describes housing as a human right so that would mean t hat there should be affordable housing options in all neighbourhoods so they are complete with a diversity of inco me levels living there. The City can support the development of affordable housing through land use and zoning t ools. Social housing is a Provincial responsibility. Policy 5.3 (End Homelessness) speaks to Housing First Policy t hat could support ending homelessness and  policy 6.33 (Affordable and Supportive Housing Options) discuss th e kind of housing options that would support a sustainable mix of options.

## QANDA

# What questions do you have?

Q Brett
11 August 20

Why was I not informed when my neighbour's house was taken down last year? *Submitted at virtual event*

A Publicly Answered

This level of detail is not covered in OurWinnipeg. Demolitions require a permit. Please contact Zoning & Permits Branch, Unit 31 - 30 Fort Street or call 204-986-5140 for details on the process.

Q Brett
11 August 20

Would your plan encourage more resident associations to be partly or totally funded by the city. My suggestion is to simply to bring a more continuous community approach to understand the needs and vision of the community. *Submitted at virtual event*

A Publicly Answered

Policy 1.10 and 1.11 (Representative and Participatory Democracy) supports active and representative participati on of community members on issues that impact them. Resident associations are one form this could take to ach ieve. Policy 1.16 speaks to funding of community organizations and how to determine priorities for funding for co mmunity benefit.

Q Brett
11 August 20

In light of recent questions about funding to police, has there been any recommendation to re-allocate funding to wards social programs to prevent the need for policing? *Submitted at virtual event*

A Publicly Answered

Policy 4.3 (Proactive Health Intervention) speaks to how the City can be more proactive in addressing the root ca uses of socio-economic challenges residents face and understanding the social determinants of health. Policy 4.6 (Community Safety) speaks to crime prevention and trusting relationships but the policy doesn't describe how thi s would happen or if redistribution of funds in needed. Economic Prosperity policy 3.12 (Poverty Reduction) links the need for basic needs to be met. A debate on re-allocating funds would occur during annual review of the mult i-year budget. More detail on Winnipeg Police Service priorities can be found in their strategic plan "A Culture of Safety for All".

## QANDA

### What questions do you have?

Q Brett
11 August 20

Is the policy going to address a more stable "state of emergency" solutions, especially for those who are systemat ically disadvantaged" although we hope it doesn't happen again, it definitely seems like something that needs to be thought out more, in regards to SDG. *Submitted at virtual event*

A Publicly Answered

The draft OurWinnipeg talks about resilience, so we can be prepared for change and adapt quickly and collaborat ively. Two policies speak most directly to this, 1.9 (Responsive Change Management) and 4.7 (Community Safet y). Other policy that supports resilience all year round, not just in crisis situations includes circular economy (2.15) , community economic development, local food supply (2.22), affordable and supportive housing (5.2).

Q Brett
11 August 20

There is not a Masterplan for Greenspace, there are plans that cover part of this topic such as the upcoming Recr eation and Parks Strategy and Urban Forest Strategy, but much is missing from both of these. There are not park s and connecting corridors laid out while land is still is available. National goals are for 30% natural areas protecte d by 2030. The Master Transportation Plan has streets and roads and plans and objectives. Greenspace is increa singly important to people with the tree crisis looming, waterways overdeveloped, urban heat island effect, loss of bio diversity. Greenspace is not an add on or simply quality of life. Enhancement and increasing greenspace shou ld be part of the goal beyond protect and value. Winnipeg Climate Action Plan lacked greenspace content and foc used on GHG. *Submitted at virtual event*

A Publicly Answered

Thank you for sharing your perspective on a potential policy gap, the importance of greenspace and natural areas and alignment between City plans. We heard greenspaces were also important to participants of Phase 1 public engagement and integrated into the policy. Environmental Resilience, Objective 5 sets the stage for valuing the ro le natural ecosystems and green spaces play. Policy speaks to green infrastrucutre (2.20), public spaces (4.13), major open spaces (6.27), urban forests (2.21) and local food (2.22).

# QANDA

## What questions do you have?

Q Brett
11 August 20

Does the low income housing policies you have planned take into account the Province's plan to sell of the stock in Manitoba Housing and the potential fallout? *Submitted at virtual event*

A Publicly Answered

Policy doesn't specifically speak to that detailed context as this is a 25 year plan and its goals should outlast any specific Council or Provincial government actions although they do impact the City. Government action or inaction doesn't occur in isolation and collaboration and partnership are critical. Policy 1.12 (Integrated Regional Planning ) identifies housing choice, and policy 4.4 (Affordable and Supportive Housing Options speaks to the need for tho se partnerships. The Complete Communities Direction Strategy 2.0 has some additional housing policy detail for r eview as well.

Q Brett
11 August 20

Infill and density are an important goal for the city but what is the plan to avoid turning areas into urban heat islan ds. How will Trees and greenspace must be be incorporated in to infill planning. It is a mid-level to low priority for the city that has not happened yet. *Submitted at virtual event*

A Publicly Answered

Policy 2.21 (Leverage Green Infrastructure) speaks to the urban forest role in mitigating and adapting to the urba n heat island effect. Policy 6.2 (Complete Communities Characteristics) include access to nature which would app ly to new and infill development. OurWinnipeg sets the direction for the City but it does not identify the priority lev el for what will happen first.The Strategic Priorities Action plan will begin the process of policy alignment to the bu dget as that sets priorities. The Residential Infill Guidelines are anticipated for public engagement in Fall 2020 an d may shed some light on this.

## QANDA

# What questions do you have?

Q

### Brett

11 August 20

Hello, with the goal of sustainable development and the growth of our city, citizens/residents expect/want more se rvices from their city. How does the plan approach the funding gap/deficit with respect to infrastructure (roads/wat er), parks, community centres. The city has grown by thousands of people during the past two decades and thous ands of residential dwellings have been built, yet the city struggles financially to meet what new communities requ ire and at the same time the city still needs to maintain the infrastructure what existing communities have/assets management. How does the plan address support for existing neighbourhoods, yet be ready to support future nei ghbours? *Submitted at virtual event*

A

### Publicly Answered

Policy 1.8 (Accountable Revenue Generation) and policy 1.6 (Results-based Budgeting) speak to offseting servic e costs  and maximizing community return on investment intergenerationally. Policy 6.7 (Fiscally Sustainable Gro wth) speaks to the development of tools to equitably share costs related to development, 6.23 (New Communities ) speaks to a defined level of service for pubic infrastructure to achieve complete communities. Policy 6.30 discus ses what a full range of municipal services for urban land use designations which includes existing neighbourhood s. Complete Communities Direction Strategy 2.0 describes these policies in more detail.

# Appendix D - Forum feedback

# Forum Topics

*No comments for second English forum.

*No comments on French forums.

## English

# What actions should the City of Winnipeg take to help accomplish the goals proposed in OurWinnipeg?

### Context

OurWinnipeg uses a framework of **six sustainable development goals**:

- Leadership and Good Governance
- Environmental Resilience
- Economic Prosperity
- Good Health and Well-Being
- Social Equity
- City Building

Part of making progress on these goals means understanding the barriers that communities face so the City can work together with community partners to respond to them. OurWinnipeg policy doesn't tell us exactly how to achieve the goals, but outlines ways to think about issues in an equitable way.

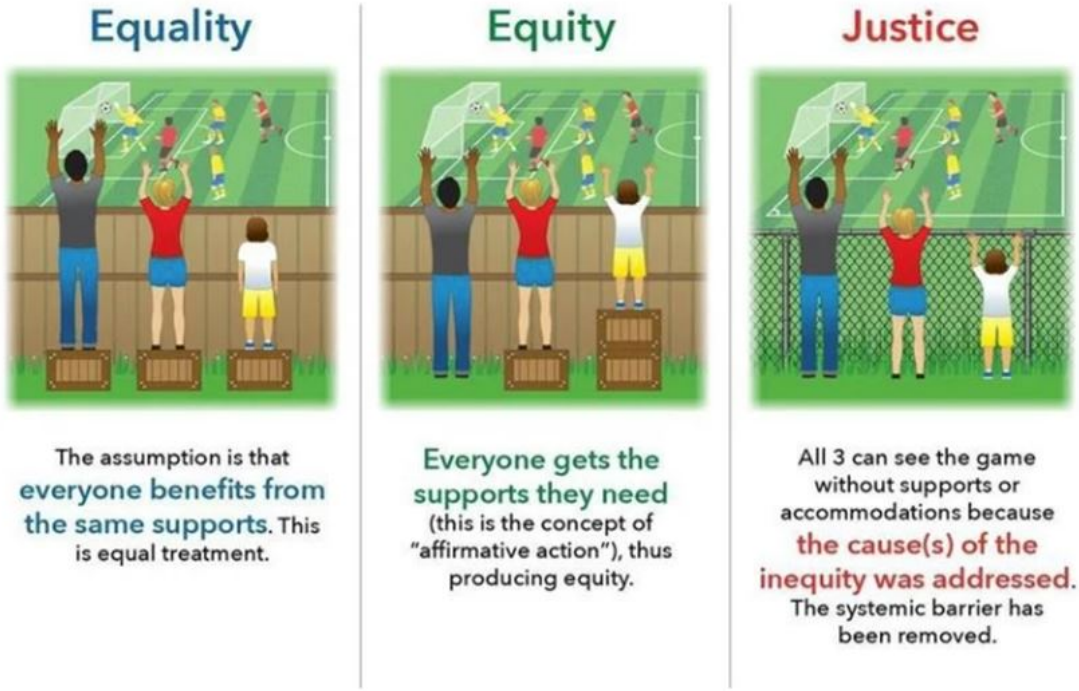
(For a summary of policy intentions please see the policy index in the **draft OurWinnipeg document**).

There are barriers to social, economic and political participation that limit the community's ability to achieve OurWinnipeg's sustainability goals. Winnipeggers experience life differently depending on factors such as:

- how much money they have;
- how healthy they are;
- opportunities for education and employment;
- where they live (e.g. housing or neighbourhood characteristics);
- their identity and the colour of their skin.

Municipal and societal systems impact access, affordability and availability of goods, services, safety and opportunity. This is an important element of the draft OurWinnipeg document that deserves discussion. It

proposes that the needs of systemically disadvantaged groups (i.e. under-represented, under-served, and/or vulnerable members of the community) are prioritized to remove the barriers to participation, achieve equity, and leave no one behind. The image below is provided to enhance understanding of the difference between Equity and Equality:




Source: **http://agentsofgood.org/wp-content/uploads/2017/04/Equality-vs-Equity-Illustration3.jpg(External link)**

The City has considerable influence over the achievement of sustainable development goals for the community through its decision-making authority, policy direction, and resources at its disposal. Key areas of influence include:

- allocation of municipal budgets (e.g. revenue generator, priority setting, capital and operating, grant provider);
- policy creation, regulation and enforcement (e.g. planning and land use, building construction);
- service delivery (e.g. water, solid waste, transportation, emergency services, libraries, recreation);
- public asset and infrastructure investor, owner, manager, and operator;
- economic development facilitator;
- major employer and purchaser of goods and services, owner and manager of assets;
- public and employee education provider (e.g. training, reconciliation, engagement); and,
- public safety.

## Discussion:

We want to start a conversation about potential priority actions by the City that use its areas of influence above to:

- address the barriers to participation identified above;
- respond to the most pressing community needs;
- provide the greatest positive impact on the desired and interconnected goal outcomes and related trade-offs; and,
- accomplish priority actions by using existing levels of taxation and resources differently

## Question:

**What priority actions would you propose for the City based on the information above?**

For reference:

- **OurWinnipeg 'At-A-Glance'**
- **Goal 1-Pagers**
- **OurWinnipeg – Draft Plan**

# Comments

- user20201904 5 months ago

> The city should be doing more to protect existing trees in the development process; it should make builders responsible for the well-being of the trees on and adjacent to their lot, ensure that the people operating equipment are trained to avoid harming trees, and require substantial fencing of enough space around trees adjacent to construction areas to protect them from abuse. The city should also require proper plans to protect trees and proper landscaping with trees as part of the building plan approval process. Builders should pay for every tree they remove or kill, like Hydro does. In the worst cases, builders cut down a number of trees on their lot to make room, and then put down stones instead of planting anything significant. This is cheap to build and cheap to maintain, but it takes away from the urban canopy with its environmental benefits, and it wrecks the look and feel of a well treed neighbourhood.

- HannahM 5 months ago

> One thing that I think is essential to support the City in determining if we are meeting is the UN Sustainable Development Goals is the stratification of indicators. While it is important to follow trends of aggregate indicators for the entire City of Winnipeg, we also need to identify differences between groups of community members and monitor if policy actions are widening or closing

these differences. I would strongly suggest that the OurWinnipeg's Indicators section (page 37) include a plan to stratify indicators to understand differences (e.g., between neighborhoods, by income levels, language spoken, racial, ethnic and Indigenous identifiers, etc.).

- HannahM 5 months ago

I really appreciate the "Equality – Equity – Justice" graphic for the reflection it sparks. For example, see the discussion raises in this post - **https://culturalorganizing.org/the-problem-with-that-equity-vs-equality-graphic/**. City of Winnipeg is demonstrating leadership by engaging in such discussions about how policy can respond to barriers that limit opportunity – let's ensure that such deliberations make systemic forms of racism and oppression visible and policy actions consider and respond to root causes of disadvantage.

# Appendix E - Written Submissions

CCPA
CANADIAN CENTRE
for POLICY ALTERNATIVES
MANITOBA OFFICE

Response to 2020 OurWinnipeg: Laura Rempel – July 30, 2020

1. Do you think the six sustainable development goals are a valuable way to focus City priorities and measure progress?

Yes they are: they are comprehensive and provide a framework for connecting issues that apply the more than one area. They are loose enough that you can tailor them to Winnipeg's specific circumstances (i.e. reconciliation).

2. How comfortable are you that the proposed draft OurWinnipeg policy provides the appropriate direction for actions by the City to achieve with community partners?

I would need to know about who was consulted and how, and what the plan is for continued consultation. Is the capital budget part of public consultations?

In our Alternative Municipal Budget we recommended the creation of a Community Planning University Partnership. There are several models to draw on. Such partnerships can provide resources for disadvantaged communities and advance social equity goals.

3. Do you think the City is headed in the right direction? If not, why not?

No, it's going in the wrong direction: failure of impact fee and continued urban sprawl; growing police budget, failure to deal with infrastructure deficit, growing inequality, failure to raise enough revenue from property taxes and, although not the City's fault, for new ways of raising revenue (although the loss of the impact fee is very disappointing) such as an ex-urban commuter fee which the Province would have to allow. All these would seem to contradict the goals in OurWinnipeg (see 6.7 – Fiscally sustainable growth and 6.8 – Forecasted growth)

4. What actions should the City prioritize to align with and implement OurWinnipeg policy?

Broadly speaking, the political players need to listen to the citizens and bureaucrats who put the document together, and to seriously work to figure out how to implement the policies. Until they figure out how to fix the City's revenue shortfall, it isn't clear what progress can be made. The politicians need to be honest with Winnipeggers about the enormity of the issues we face and the need to deal with them urgently.

COVID 19 has dramatically exemplified this situation and given us an opportunity to respond accordingly.

More specifically speaking, I wonder if there could be more connection made between both the capital and operating budgets and some of the goals? As per our Alternative Municipal budget,

CCPA
CANADIAN CENTRE
for POLICY ALTERNATIVES
MANITOBA OFFICE

does the capital budget align with planning goals and consider equity in decision making? Further from our AMB: "While capital plan proposals include a broad description of how investments fir with OurWinnipeg (such as 'sustainability' or 'key directions for the entire city') an in-depth analysis of how these plans fit together would ensure that capital investments support the broad vision for change." And, "a lack of consistency between official plans and capital investment plans undermine the implementation of planning efforts, and both municipal finance and urban planning professions identify alignment between the two plans as a best practice."

A recommendation out of our AMB is to have planning staff involved in the ranking of capital projects to ensure they align with the goals stated in OurWinnipeg. This is so important to ensure that projects are prioritized to meet the challenges of climate change and income inequality.

Thank you Gary and Laura. Looking forward to future conversations.

Best,
[redacted]

301 - 583 Ellice Ave. Winnipeg, MB R3B 1Z7
Ph: 204-927-3200 Fax: 204-927-3201 email: ccpamb@policyalternatives. ca web: www.policyalternatives.ca

# Submission to *OurWinnipeg* Phase 3 public engagement

SUBMISSION TO THE CITY OF WINNIPEG

August 2020

Canadian CED Network

Réseau canadien de DÉC

# Background

This document has been prepared by the Canadian CED Network-Manitoba (CCEDNet Manitoba) in response to the call for public consultation on Phase 3 of the *OurWinnipeg* review process. We appreciate the opportunity to contribute to the city's planning process.

CCEDNet Manitoba is a member-network, composed of non-profits, social enterprises, co-operatives, and individuals all practising community economic development and working towards the goal of building strong and equitable communities. We promote community economic development (CED) as a comprehensive and integrated approach to improving economic, social and environmental conditions in communities. This approach understands that solutions to complex community challenges will be most successful and sustainable when they are community-led, intersectional, and comprehensive.

Doing the work of creating stable, inclusive, and resilient communities is vital and absolutely within the reach, power, and responsibilities of municipal governments. Our collective aim is for a city that is inclusive, equitable, sustainable, and good for all citizens to live in. That work must be informed by communities and their input needs to ultimately influence action and decision making.

We appreciate the integration of many of our Networks' recommendations made in July 2019 and throughout the *OurWinnipeg* review process in the draft version proposed in July 2020.

# Feedback

Overall, we are enthused about the draft *OurWinnipeg* document. It is a visionary, equitable, inclusive, and sound plan that we believe will help contribute to the City's vision of a vibrant and healthy city which places its highest priority on quality of life for all its citizens. As well, we believe that many of the elements can help contribute to CCEDNet's mission of building local economies that strengthen communities and benefit everyone.

As we mentioned in our submission in July 2019, the six goals identified through the United Nations Sustainable Development Goals with enhanced local resonance are a logical and coherent framework to guide our city's planning document. This framework, accompanied with indicators utilizing tools such as Peg (mypeg.ca), continue to be a great way to organize this document.

We have found that the six themes identified corroborate and align well with the six themes of our Network's policy package, *Public Policy Road Map for Manitoba's Social, Economic, and Environmental Future*. Each year, members of the Canadian CED Network - Manitoba come together with proposed public policy recommendations, intended for the Province of Manitoba, the City of Winnipeg, and Manitoba municipalities.

We see it as an exciting concept that our six theme areas have some overlap with the identified themes of *OurWinnipeg*. We believe that our vision fulfills the concept of economically, socially, and environmentally *Complete Communities*.

From reviewing the document, we continue to be supportive, particularly given the commonality in big ideas to achieve the kind of communities, and city, we envision.

We are particularly supportive of the inclusion of objectives and policies related to equity, community economic development, community development, poverty reduction, local economic development, and environmental resilience within the document. We believe that these areas must be considered as very important as the *OurWinnipeg* process moves toward a Strategic Priorities Action Plan.

We would suggest prioritizing several policy areas that our Network deems as crucial toward achieving complete communities and the City of Winnipeg's vision statement. These recommendations are in line with previous themes we have identified in our July 2019 submission to the *OurWinnipeg* process. We have pulled the recommendations we would like to highlight as being crucial to an action plan, noting a handful of comments indicating our support, thoughts, or questions about the policy area.

- **CED Policy Framework and Lens**
    - **1.16 Equitable Funding Distribution -** As the City undergoes consideration of granting to non-profit and community-based organizations, we believe this

policy framing is important to prioritize predicated and transparent funding arrangements for organizations.
    - **2.15 Circular Economy -** it is great to see the inclusion of this policy, which relates to the vision of CED prioritizing social, economic, and environmental outcomes.
    - **3.4 Community Economic Development -** this is an exciting inclusion. We would be interested in knowing more detail or understanding this policy area further. Perhaps including a lens on procurement in this policy would also help clarify a potential opportunity to achieve the policy laid out.
    - **3.11 Community Economic Development -** we are pleased to see this policy area applied to transit.

- **Co-Creation Framework and Policy**
    - **1.10 Representative and Participatory Democracy -** Currently, we have been collaborating with the City of Winnipeg via the Make Poverty History Manitoba coalition on co-creating a Poverty Reduction Strategy for the City. Details on the implementation of co-creation opportunities, and the differences between this approach as compared to consultation, would be important.
    - **1.15 Community Capacity Development** - this is an exciting articulation of how to build on current capacity in our communities. We want to highlight again the potential to utilize Winnipeg's Neighbourhood Renewal Corporations as anchor institutions in enabling community development.

- **Procurement for Community Benefit**
    - **1.21 Strategic Procurement -** it is great to see the city considering this innovative approach to procurement and we are supportive.
    - **3.5 Strategic Enterprise Supports -** we are interested in clarification of this policy, particularly the term employment land servicing.
    - **3.14 Strategic Enterprise Supports** - this is a fantastic inclusion, and we look forward to continuing to work with the city on the Social Procurement and community benefits file. Particularly, we believe that this policy area will be well served to help address many of the six Sustainable Development Goals simultaneously, meeting many different outcomes.
    - **3.20 Strategic Enterprise Supports -** knowing the type of economic activities and uses mentioned here would be helpful to clarify the intent of this policy.

- **Poverty Reduction**
    - **1.7 Equitable Service Access** - the fulsome nature of how the City considers equity in service access in this policy piece is very important. The implementation of how services are delivered using this policy needs to be considered more fully.
    - **2.13 Renewable Energy Production and Equity -** the city's interest in addressing energy poverty in our city is important and great to be included.
    - **3.12 Poverty Reduction -** we are pleased to see the inclusion of this approach to poverty reduction through CED and look forward to continuing to work on

the city's poverty reduction strategy. We suggest ensuring that the *OurWinnipeg* strategy aligns well with the forthcoming poverty reduction strategy, and vice versa.

- **Living Wage**
  - **3.13 Poverty Reduction -** this is an important inclusion and something that our Networks supports.

- **Affordable Housing**
  - **4.4 Affordable and Supportive Housing Options**
  - **5.2 Affordable and Supportive Housing Options**
  - **5.3 End Homelessness**
  - **6.33 Affordable and Supportive Housing Options**
  - Our Network believes that the City absolutely has a responsibility to address affordable housing. The city's mandate is to support the welfare of inhabitants, and a large volume of research backs up the importance of housing first as crucial to poverty reduction and community well-being. We support the inclusion of this recommendations with *OurWinnipeg*.

- **Food Security**
  - **4.5 Healthy Food -** we believe that this is a very important priority for the city, and differ to our member Food Matters Manitoba that continues to lead this file, along with the Winnipeg Food Council.

**Note on Accessibility & Usability**

We would like to note that members of our Network, or likely average citizens, may find it challenging to digest the suggestions of the document or to understand exactly what is meant. Perhaps a plain language version or case studies would be helpful to strengthen the community comprehension of the document. As well, examples of where *OurWinnipeg* planning frameworks or recommendations have already been in place or working in the community could be helpful to illuminate the document. This is a suggestion that we would be happy to partner with the Urban Planning Division.

DOWNTOWN WINNIPEG BIZ

**OurWinnipeg 2045 Downtown Winnipeg BIZ Feedback**

## Summary

According to OurWinnipeg 2011 "Downtown's transformation will reflect its importance as the city's preeminent complete community." In the draft version of OurWinnipeg 2045 there is no noticeable prioritization of downtown. Engaging in downtown specific planning signals to the private sector that downtown is a priority to the municipality and an important place to invest. Downtowns are small geographic areas that attract high investment and generate tax revenue much greater than its size. Downtown is mentioned as a 'priority' and a 'primary location for economic activity' in minimal policies and is not noted in any objectives. It is important that OurWinnipeg demonstrates a commitment to downtown, recognizing that investing in downtown benefits the entire city.

## Downtown as a priority – ideas for consideration

- To better showcase downtown as a priority and primary location for economic activity:
  - Under City Goal: Economic Prosperity consider adding a 4th objective that highlights the strategic importance of downtown for Winnipeg's economy.
- To better showcase downtown as a desired residential area
  - Under City Goal: City Building consider separating downtown out of Transformative areas to demonstrate the significance of residential growth downtown.
    - For example: Objective 1. Responsibly plan, prioritize and accommodate growth in areas that best support Complete Communities principles, to achieve this Plan's sustainable development goals Facilitate growth and change strategically within Winnipeg's unique **Downtown and other** Transformative Areas and Established Neighbourhoods, to enhance the ability of the urban environment to contribute towards this Plan's goals
  - Under City Goal: Good Health and Well Being consider adding a policy that focuses specifically on green space in the downtown

## Other comments/questions for consideration

- Inclusive public spaces – should be clear that this is in **all** communities
- Will the Community Advisory Committee be listed in the document?
- Would like to see more mention of parks and greenspace – particularly in the transformative areas
- What is the timeline for the Strategic Priorities Action Plan?
  - Will this plan have a specific downtown section and action plan?

DOWNTOWN WINNIPEG BIZ
426 Portage Avenue
Winnipeg, Manitoba R3C 0C9

**T** 204.958.4640 | **F** 204.958.4630
info@downtownwinnipegbiz.com
downtownwinnipegbiz.com

# Green Action Centre's Response to *OurWinnipeg 2045* Draft Plan

**Submitted August 21, 2020**

Contact: [redacted]

OurWinnipeg and companion policy documents contain wonderful goals and objectives to create a more equitable, sustainable and prosperous city, yet progress in achieving these goals is often grindingly slow or backsliding. Why do we fail to achieve our goals? Why is Winnipeg the last major Canadian city to implement curbside collection of organic wastes? Why is the North End Water Pollution Control Centre the fourth largest phosphorus polluter among Canadian wastewater treatment facilities? Why do we continue to sprawl in Winnipeg and the Metropolitan Region? Why do we continue to respond to mobility congestion by expanding our transportation system capacity rather than actively managing transportation demand?

*OurWinnipeg 2045* sets the vision and policies necessary to move Winnipeg from a city that has failed to meet the moment in this time of rising environmental, economic and health crises, to a city with clear goals to become a happier, more equitable, and healthy place to live. It is rooted in the sound value base of the United Nations' Sustainable Development Goals, which we endorse. What remains missing is a process for clear execution and monitoring of these plans, and Green Action Centre is committed to working with the City to ensure we become the city we aspire to be.

This document outlines Green Action Centre's recommendations and key concerns with the draft plan. More detailed comments on those concerns are provided below the list, followed by preliminary recommendations on actions the City should prioritize to align with and implement OurWinnipeg policy.

Green Action Centre agrees with the "What We've Heard" details in *OurWinnipeg 2045*: At-a-glance, specifically to:

- Update the language to be clear and committed (ideally in plain language that is jargon free);
- Prioritize and implement the policy directions, which was lacking in the 2011 plan; and
- Focus more heavily on measuring, evaluating and reporting on progress, with mechanisms for accountability, transparency and enforcement.

Key concerns centre on the following:

1) Trust needs to be re-established for citizens to believe in *OurWinnipeg 2045*.
2) The absence of ecofiscal policies or framework.
3) The need for a clear connection between *OurWinnipeg 2045* and the budgeting process.

4) The need for a clear connection between *OurWinnipeg 2045* and Winnipeg's Climate Action Plan, e.g. waste diversion and organics.
5) While Green Action Centre wholeheartedly endorses the prioritization of vulnerable road users at the top of the transportation hierarchy, *OurWinnipeg 2045* should specifically reference the need for transportation demand management (TDM) strategies to optimize our existing transportation system capacity, and would be strengthened by policy direction specific to children's mobility.
6) Lack of acknowledgement of the current pandemic, which demonstrates how critical it is to build back better and create a resilient, robust community that focuses on sustainable transportation, local food and affordable housing to avoid overcrowding.
7) The absence of a strategic action plan that includes timelines, budget allocation, and primary responsibility for each key direction or action, which makes it difficult to evaluate the effectiveness of *OurWinnipeg 2045*'s direction.

These concerns are described in more detail below:

**1) Trust needs to be re-established for citizens to believe in *OurWinnipeg 2045*.**

Community organizations, residents and business owners who have participated in previous city processes to create plans, and devoted significant time and energy in the process, have become jaded by the lack of implementation, overruling of policies by Council, and front-line staff who continue to adhere to outdated policies. As a result, it is difficult to understand or believe how this plan will be different. Trust has been broken so often in the past that it is difficult to be optimistic about the success of *OurWinnipeg 2045*.

With respect to every issue, the citizen wants to see three things— consultation, action and response. The consultation has to be real, not a 'show and tell and then tweak'. Writing consultation and implementation into the plan is a good step, but we remain skeptical.

This plan requires the City to make a major cultural shift in its willingness to take bold and progressive action, not succumb to external resistance, and support staff to be innovative and allowed to take risks and make mistakes, which has not been past experience. Action is something we have to see.

**2) The absence of ecofiscal policies or framework.**

The plan should incorporate Green and Fair budget principles as well as identify how to solve structural barriers such as urban sprawl, ex-urban commuters being subsidized by Winnipeg taxpayers, drivers not being charged the real cost of driving single occupancy vehicles, and municipalities lacking authority to implement mobility pricing.

> *An ecofiscal policy corrects market price signals to encourage the economic activities we do want (job creation, investment, and innovation) while reducing those we don't want (greenhouse gas emissions and the pollution of our land, air, and water).* - ecofiscal.ca

> *I will begin with the proposition that in no other major area are pricing practices so irrational, so out of date, and so conductive to waste as in urban transportation.* - William Vickrey, "Pricing in Urban Transportation," *American Economic Review*, 1963.
>
> *Stop asking citizens to participate and then have little come from the process. Keep updating citizens on what has been achieved and tie it back to policy priorities. Walk the talk.* - OurWinnipeg Review: Phase I Report to the Community, 23.

This section focuses primarily on one factor – perverse fiscal policies that incent unsustainable behaviors instead of ecofiscal alternatives that encourage, enable and incent more sustainable choices. Ecofiscal failures are also linked to structural and leadership failures in governance.

What are ecofiscal policies?

In reviewing provincial and municipal budgets over the years, Green Action Centre has identified a set of green and fair fiscal policies to promote sustainable behavior and create a more just and sustainable society, such as OurWinnipeg intends.

1. A green and fair budget makes it easier and more rewarding to act sustainably (e.g. free or low-cost recycling and public transportation services) and costlier to act unsustainably (e.g. by removing perverse subsidies for sprawl, waste, and fossil fuel consumption).
    a. Green infrastructure and social investments make it possible for Manitobans to live sustainably and flourish.
    b. Green incentives, taxes and fees encourage sustainable choices.
2. Sustainability implies full-cost accounting, including externalities, to assess the costs and benefits of actions and investments (i.e. global social, ecological and economic costs and benefits of building, energy and transportation choices).
3. Other things being equal, users who impose social costs should pay for those costs (user-pay and polluter-pay to internalize the social costs imposed).
4. But also ensure that basic welfare and human development needs (e.g. housing, health and education) are provided for all citizens.

Principles 1 and 2 lead to a more sustainable society. Principles 3 and 4 represent two aspects of an equitable or just society that need to be reconciled—paying the social costs of one's actions and meeting basic human needs and rights. In spite of a potential tension between them, justice requires attention to both.

Identifying and resolving barriers to a more sustainable Winnipeg

These green and fair fiscal principles shed light on measures that obstruct progress towards OurWinnipeg's vision "to be a thriving, sustainable, and resilient city."

I. **Winnipeg perversely subsidizes throwing organic waste out with the garbage, while proposing a flat charge on utility bills for a green bin alternative.** Council suspended consultation on organics diversion following the outcry.

**Solution:** Winnipeg's 2011 Garbage and Recycling Management Plan (GRMP), adopted by Council, included ecofiscal financing (which Council ignored). The GRMP specified that greener waste diversion alternatives (recycling and composting) should be supported from property tax revenues while garbage pickup costs should be charged on the utility bill. Green Action Centre has refined this proposal[1] with cost containment, Pay As You Throw, and low-income bill mitigation measures as well.

II. **Urban sprawl is costly and unsustainable for Metro Winnipeg and other municipalities**, requiring more kilometres of water, sewer, hydro lines, roads and bus service per person and discouraging a modal shift away from cars.

**Solution:** Development should increase density, local services and sustainable transportation, and occur where public transit and service infrastructure are available.

III. **Exurban commuters are subsidized by Winnipeg taxpayers**, who pay for streets used daily, at no cost, by commuters from neighbouring bedroom communities. This (a) lowers the tax burden on comparable exurban homes, which (b) incents exurban migration, which (c) increases commuting emissions. Further, (d) the City is pressured to limit tax increases to remain competitive (e) leading to underfunded and deteriorating infrastructure and services.

**Solution:** Riley Black, who provided the above analysis[2], proposes that Winnipeg employers be required to deduct a commuter fee from paychecks of exurban employees, thereby restoring partial user pay, adding to Winnipeg's tax base, and reducing the Winnipeg/exurban tax differential.

IV. **Car and truck owners and drivers are not charged the costs they impose on society**. Subsidies distort real costs of driving, promote single occupancy vehicles over transit, enable urban sprawl, and distort city and provincial budgets. Potholes are filled and underpasses built without adding a penny to the cost of driving, while bus riders experience regular fare increases. City policies say, "Take the bus." City budgets say, "Take your car if you have one."

**Solution:** A green and fair alternative is ***mobility pricing*** commensurate with the social costs of vehicles by means of higher fuel, vehicle, road and parking taxes and fees to

---

[1] https://greenactioncentre.ca/wp-content/uploads/2018/05/GA-Briefing-Note-Composting-Policy-for-submission-to-CoW-ClimateActionPlan-Feb2018.pdf

[2] https://www.policyalternatives.ca/publications/reports/high-cost-free-riding-and-how-we-fix-it

reflect user pay, polluter pay, damage and safety compensation, and a fair contribution to general revenues.

**V. Municipalities lack the authority to implement mobility pricing measures.**

**Solution:** The Province should give municipalities mobility taxing powers, so they don't rely on property taxes and utility bills to fund motor vehicle infrastructure and services.

**VI. Exurban commuters lack public transportation alternatives.**

**Solution:** The Province should create a ***Metro Winnipeg Sustainable Transportation Authority*** like TransLink for greater Vancouver, Metrolinx for greater Toronto, and Société de transport de Montréal. Its mandate would be to provide sustainable, affordable public and active transportation in the Metropolitan Region. It would require mobility pricing and other powers to carry out its mandate. Alternatively, the City could require exurban commuters to purchase a transferable transit pass and offer them park and ride opportunities at the Perimeter. This would help alleviate the issue of taxed businesses moving outside the city.

Implications for OurWinnipeg 2045

Winnipeg has a growing structural deficit. Existing funding sources at inflation-adjusted levels of taxation are unable to meet the growing infrastructure and service needs of the city (Introduction to OurWinnipeg Review – starting the conversation[3]).

In response, the City has tried to extract more money from developers and new homeowners with a growth impact fee to achieve "Fiscally Sustainable Growth." However, this initiative, in its present form, was recently rejected by the courts.

Whatever the outcome of the "growth should pay for growth" initiative, there is a larger elephant in the room that the city (and province) should no longer ignore – the social costs of and enormous subsidies to motor vehicles leading to these discouraging trends (Introduction).

> *In the City's most recent Citizen Survey, the most common suggestion for quality of life improvement continues to be "Roads / Infrastructure", representing 41 per cent of all responses. The next highest is "Crime / Policing" at 15 per cent.*
>
> *A majority of Winnipeggers use motor vehicles rather than Transit, walking, or cycling as the primary mode of travel for work purposes. Winnipeg also has the lowest per capita Transit ridership among comparator cities.*

[3] https://winnipeg.ca/Interhom/CityHall/OurWinnipeg/Documents/Goals/Lenses-and-Topic-Areas.pdf

However, the Introduction also highlights this opportunity:

> *Disrupting the City's financial sustainability challenges by inspiring openness for alternatives to status quo systems, processes, and approaches that may not achieve desired results and limit innovation in a rapidly-changing world;*

We submit that a needed alternative to the status quo is ecofiscal financial management throughout city operations. In transportation, mobility pricing for private vehicles should fund the road network upon which they depend as well as more sustainable alternatives.

We recognize, from the barriers to sustainability cited earlier, that Winnipeg requires cooperation from the Province and Winnipeg Metropolitan Region to implement some of the proposed solutions. But it can start by adopting green and fair budgeting principles, moving on them in areas within its jurisdiction, conducting an impact analysis of the uncompensated costs of private motor vehicles, and arming itself to negotiate with the Province and Metropolitan Region.

This won't happen without leadership within the public service and elected officials.

**3) Need for a clear connection between *OurWinnipeg 2045* and the budgeting process.**

The City of Winnipeg's current 3-year budget does not reflect the commitments laid out in the proposed plan. Additionally, with further strains on the municipal budget due to COVID-19, it is unclear how we can ensure the objectives outlined under each of the six sustainable development goals will be prioritized. Specifically, we are concerned:

- How the City will meet its goal of "prioritizing sustainable transportation as the mobility options of choice" when there has already been pushback and budget delays/cuts towards the City of Winnipeg's 2015 Pedestrian and Cycling Strategies.
- How the City will ensure there is restored trust in using transit and that accessibility and affordability is maintained, with additional consideration for users who rely on it most and who would be severely impacted by service cuts and price increases? The long-term sustainability and underfunding of public transit, which links to the majority of the six sustainability goals (environment, health & well-being, social equity, and city building), is particularly critical at this moment.

There are multiple references to community return on investment (ROI) in *OurWinnipeg 2045*. This is an important inclusion assuming it recognizes the higher ROI that walking, cycling and transit offer compared with building more roads. Drawing from Michel Durand-Wood's blog post titled "The Million Pothole Challenge"[4]:

[4] https://www.dearwinnipeg.com/2019/11/17/the-million-pothole-challenge/

*The Manitoba Heavy Construction Association likes to trumpet the fact that every $1 in road spending returns approximately $1.30[5] in economic growth. Not too shabby. Although technically, that $1.30 is actually an increase in GDP, and the City only sees a fraction of GDP as an actual return on its $1 of investment, but for argument's sake, let's forget that quibble, and assume a $1.30 ROI on a $1 investment in roads. But what about the other investment opportunities that are available to us? What's their return on investment? Here are a few that we're planning on Marie Kondo-ing:*

- ***Transit:** A 2010 study by the CUTA[6] showed a return of **$3.37** for each $1 spent on public transportation. And a 2014 study by the APTA[7] showed a return of **$3.70**.*
- ***Trees:** New York City has calculated[8] that every $1 they spend on tree planting and care provides them **$5.60** in benefits. The City of Halifax[9] found that for every $1 they spend on trees returns them **$8.00**.*
- ***Pedestrian and Cycling Program:** A 2012 study[10] of over 50 U.S. cities reported a return on investment of **$11.80** for each $1 spent on walking and cycling projects. And that same study estimated that **twice as many jobs** are created with active transportation projects as opposed to road projects."*

**4) Need for clear connection between *OurWinnipeg 2045* and Winnipeg's Climate Action Plan, e.g. waste minimization and organics.**

Green Action Centre would like to see a clear link with the City of Winnipeg's Climate Action Plan (2018), including emission reduction sector targets, in the Strategic Priorities Action Plan and to have the Climate Action Plan specifically referenced. Just as the Complete Communities Direction Strategy uses the 50% intensification target as consistent with the Climate Action Plan (p18), OurWinnipeg's Strategic Priorities Action Plan should identify that all targets must meet or exceed those outlined in the Climate Action Plan.

Our main concern is the absence of discussion of organics as a critical method to minimize waste. For example, Policy 2.16 (p23) in OurWinnipeg simply says: *Waste Minimization - Improve and sustain performance of the waste reduction and diversion system. EP, HW*

---

[5] http://www.mhca.mb.ca/wp-content/uploads/2019/08/Conf.-Bd-of-Canada-Manitoba-FinanceProject_BR.pdf

[6] https://cutaactu.ca/sites/default/files/final_cuta-economicbenefitsoftransit-finalreportesept2010.pdf

[7] https://cdn.officer.com/files/base/MASS/document/2014/05/economic-impact-public-transpo_11465813.pdf

[8] https://www.milliontreesnyc.org/html/about/urban_forest_benefits.shtml

[9] https://www.halifax.ca/sites/default/files/documents/transportation/streets-sidewalks/HALREG%201246%20UrbanForestReport_HighRes_SINGLEPAGE_Mon20_Combined.pdf

[10] https://www.peoplepoweredmovement.org/site/images/uploads/2012-Benchmarking-Report-Final-Draft-WEB.pdf

In contrast, the Climate Action Plan, in strategic opportunity #6 and key directions and actions (section 6.1, p50) states: *Implement direction from the Comprehensive Integrated Waste Management Strategy to advance the priority of organic material diversion from landfill.*

The Climate Action Plan's target for waste minimization includes a 75% diversion rate for residential waste by 2030 (p23). Reaching that target will require dealing with organic waste, given Winnipeg's residential waste diversion rate in 2019 was 31.9%.[11]

Additionally, we strongly support clear and consistent implementation of the following key direction and action from the Climate Action Plan (p28, section 1.1): *Incorporate a Climate Action Plan alignment section into all Council reports.*

5) **While Green Action Centre wholeheartedly endorses the prioritization of vulnerable road users at the top of the transportation hierarchy, *OurWinnipeg 2045* should specifically reference the use of transportation demand management (TDM) strategies to optimize our existing transportation system capacity, and would be strengthened by policy direction specific to children's mobility.**

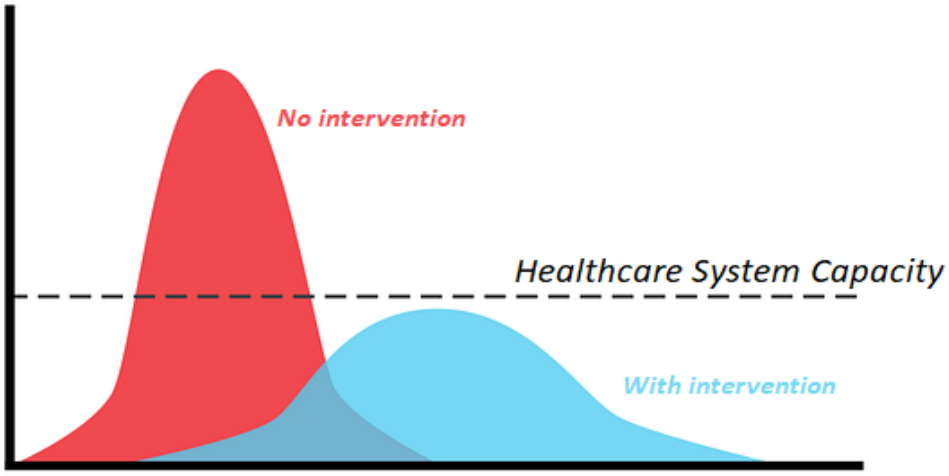
**a) Managing transportation demand**

It is recognized that Winnipeg needs to switch emphasis in our transportation system from road building to improving transit and AT infrastructure, for economic, environmental and social reasons. To date, Winnipeg's approach has been to 'accommodate' all road users, or 'support' an array of transportation modes, rather than actively manage transportation demand to achieve an environmentally sustainable and equitable transportation system. Once again, this points to the need for ecofiscal policies that fund the behaviours we want to see and disincentivizes undesired behaviours.

In a recent post[12], Michel Durand-Wood compares Winnipeg's response to 'flattening the curve' from a pandemic perspective vs. the approach taken to our transportation system, excerpted here with permission.

[11] https://www.winnipegfreepress.com/breakingnews/this-just-in/571602331.html

[12] https://www.dearwinnipeg.com/2020/08/03/friendly-manitoba-a-daytrippers-guide-to-roads-covid-and-other-pecksniffery

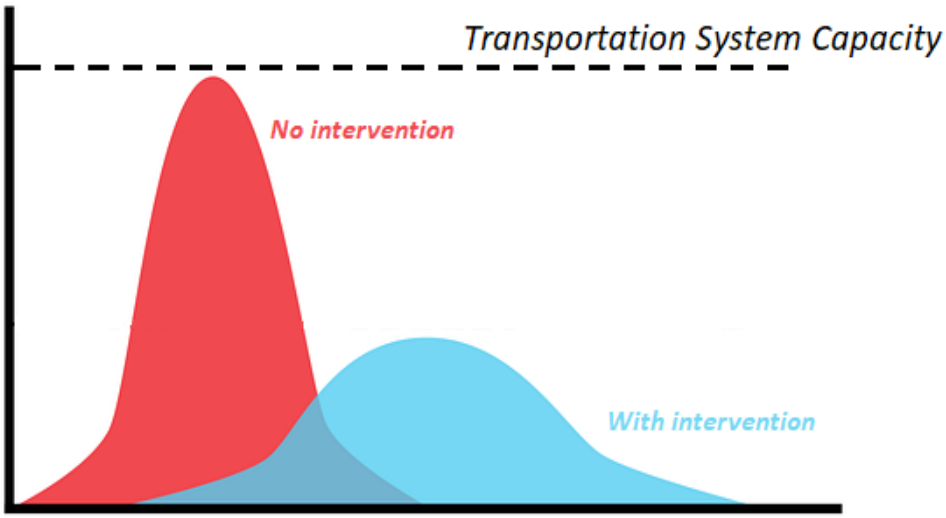



*The key takeaway of this graph is that, faced with the threat of the COVID pandemic, we had two options: increase capacity to fit the curve, OR flatten the curve to fit capacity.*

*Increasing our healthcare capacity by building hundreds more hospitals, buying huge quantities of ambulances and respirators, and hiring thousands of doctors, nurses and healthcare aids would have been an incredibly expensive undertaking. Not to mention the ongoing cost of maintaining all those empty hospitals, and paying all those idle healthcare workers, in the down periods between global pandemics (or between multiple waves of a single pandemic), seems like an awfully huge waste of valuable resources.*

*Which is probably why we, and the rest of the world, chose the second option: flattening the curve.*

*So why do we continue to choose the opposite with our transportation system?*



*When faced with two hours of peak vehicle traffic per day, instead of taking steps to flatten that curve to fit capacity, we choose to continually increase capacity to fit that ever-growing peak, by widening roads, building overpasses, and prioritizing traffic movement over everything else.*

*And not only is that extremely expensive to build in the first place, but the ongoing costs incurred to maintain it all, including for the 22 hours/day in between peaks when we don't even need it, is bankrupting our City. Nevertheless we persist. We push our elected representatives to build more, wider, faster roads to increase capacity.*

*OurWinnipeg 2045* represents an opportunity to change that approach, and seek to flatten the curve for our transportation system through the implementation of transportation demand management[13] (TDM) strategies. While the draft plan makes numerous mentions of a sustainable transportation system, it includes no reference to actively managing transportation demand to create the desired outcome (or the mode shift targets outlined in the Climate Action Plan on p21, Section 5.1). This needs to be explicit in the narrative and in the policy language. For example, it could be included under:

- City Building (p17): "Through land use regulation, asset management and transportation demand management, the City directly influences sustainable approaches to…"
- Environmental Resilience (p21), under Objective 2: "Prioritize sustainable transportation as the mobility options of choice through transportation demand management"
- Environmental Resilience (p22), Policy 2.4: "through integrated land use, transportation demand management, and infrastructure planning"
- Environmental Resilience (p23), add new Policy (e.g. following 2.9) Reduce Road Congestion – Actively manage transportation demand to encourage use of sustainable modes of transportation, improve air quality, reduce traffic congestion, and lower GHG emissions.
- City Building (p31), under Objective 2: "Ensure that land use, transportation and infrastructure planning are aligned to provide the conditions for compact, complete and connected communities, through transportation demand management and supported by municipal infrastructure capacity.

[13] https://www.vtpi.org/tdm/

## b) Children's mobility

OurWinnipeg clearly highlights the need to build for equity, particularly regarding transportation and community design. However, children are a large population that are often overlooked in transportation planning, road and neighbourhood design, and are a significant audience among vulnerable road users. Children's mobility requires a different approach, since destinations and routes will vary greatly from adults who walk/bike.

Children's access to safe roads for walking, biking and rolling, and access to safe outdoor spaces for play should be highlighted in the discussions about active transportation, community planning and sustainable transportation.

Here are a few places where children's mobility could be highlighted in OurWinnipeg:

### Good Health and Well-Being

- Include children's active and independent mobility as an essential component of children's healthy growth and development. This could be included in transportation safety, transportation equity, or as a separate policy (e.g. 4.16 Children's Mobility).
- Children's health is closely linked to access to outdoor space, independent play and active transportation options. This could be noted in policies about health equity.

### City Building

- Add children's mobility to the list of characteristics for complete communities. 6.2 Complete Communities Characteristics: include active transportation access to children's services such as daycares, schools and parks (alternatively, active and safe routes to schools).
- Policy additions:
    - School Travel Planning: walking and cycling infrastructure on streets in front of and adjacent to community centres, parks and schools to support children's mobility and independence. Accessible designs should also be incorporated, such as pedestrian islands or curb bump outs to enhance visibility.
    - Children's Mobility: support development that is accessible, with a focus on children's access to active transportation options and walking, biking, or rolling to school.

6) **Lack of acknowledgement of the current pandemic, which demonstrates how critical it is to build back better and create a resilient, robust community that focuses on sustainable transportation, local food and affordable housing to avoid overcrowding.**

The connection between health, transportation and access to employment and daily needs became clearly evident from the start of the pandemic. Those with higher incomes and education are mostly able to work from home while essential workers, many of whom work at the lowest paying jobs, still need to travel to their workplace. Many of these essential workers use transit, showing how our community relies on public transit to continue functioning.

***In a pandemic, we're all 'transit dependent**'. – Bloomberg CityLab*[14]

As we've recently witnessed with COVID-19, resilience as a city requires a connected and safe network of walking and cycling routes for both health and mobility. And while the opening of portions of 10 streets for Winnipeg residents to walk or bike while remaining physically distanced (till September 7th) was welcomed, these routes do not necessarily provide essential workers safer opportunities to bike. Nor do they provide residents of inner city neighbourhoods access to safer walking and cycling routes for recreation/health, to green spaces or to get to work. The past five months have clearly demonstrated the need for a connected, safe and convenient AT network in Winnipeg. The importance of speed limits and road design also came to the forefront, with drivers taking advantage of quieter roads to speed at dangerous rates, and the recognition of the role that reduced speed limits (with corresponding road design changes) plays in making streets safer for residents of all ages on foot or on a bike.

For many Winnipeggers, continued underfunding of transit and active transportation renders these options as too unreliable, unappealing or unsafe, resulting in low uptake. And if the thousands of Winnipeggers who previously took transit now start driving to work, school and other trips due to COVID-19, congestion will rise to rates never before seen. For example, parents are already being advised to drive their children to school this fall rather than use a school bus (*Manitoba government says schools will resume classroom learning in September*[15] and *Manitoba schools 'will rely heavily' on parents dropping off students next fall: education minister*[16]). These struggles with back to school travel planning have exposed our lack of resilience, as we are now dependent on parents to have the means to drive their children door-to-door. Essentially, we have built a city that is so spread out and so unsafe for youth to walk and bike to school that the provincial government did not even consider it as an option.

---

[14] https://www.bloomberg.com/news/articles/2020-04-07/in-a-pandemic-we-re-all-transit-dependent

[15] https://www.winnipegfreepress.com/special/coronavirus/wire/newsalert-manitoba-says-schools-will-resume-classroom-learning-in-september-571958622.html

[16] https://www.cbc.ca/news/canada/manitoba/manitoba-schools-drop-off-covid-19-1.5628051

Resilience will require rebuilding trust in transit by implementing sufficient service levels to allow for physical distancing and implementing safety protocols. It will also require the City to expand and connect the transportation network so that residents feel getting around by bike is both convenient and safe. Most critically, it will require the budget to support both.

It is noteworthy that, contrary to initial beliefs that dense neighbourhoods and crowded public transit contributed to the spread of COVID-19, it has since been shown to be unfounded. It is now believed that insufficient affordable housing and neighbourhood public space, which leads to overcrowding, serve to increase the spread of infection rather than density in general (A backlash against cities would be dangerous[17]). In fact, lowering urban density would worsen health (*Why urban density is good for health even during a pandemic*[18] and *It's a pandemic myth that density makes us sick and suburbs are healthier*[19]).

Similarly, expectations that public transit acts as an early disseminator in the spread of COVID-19 is now believed to be unfounded (*COVID-19 and transit: What we think we know may be wrong*[20]). Mitigation strategies are now being implemented by transit agencies around the world to ensure public transit remains a viable and safe mobility option.

7) **It is difficult to evaluate the effectiveness of the draft plan's direction in the absence of a strategic action plan that includes timelines, budget allocation, and primary responsibility for each key direction or action.**

The draft plan seems solid in its approach, goals and objectives, however there needs to be a commitment in terms of people to champion it and an implementation strategy, otherwise it is simply another document sitting on a shelf. The key missing components are details on implementation and metrics, staffing resources and education, and accountability. How can we ensure this plan actually becomes effective, i.e. what will be done differently from previous plans with largely unmet targets like OurWinnipeg 2011 or the 2011 Garbage and Recycling Master Plan? How do we better connect and get buy-in from city staff and politicians? They are ultimately responsible for the plan's success.

Specifically, on page 8, it notes that OurWinnipeg is an "accountability tool to validate the alignment of Council decisions with policy." We will be keenly interested to hear how that will work and how this will be tracked, e.g. will decisions before Council have a grade or other note on whether it aligns with OurWinnipeg.

---

[17] https://www.theatlantic.com/ideas/archive/2020/05/urban-density-not-problem/611752

[18] https://www.australiantimes.co.uk/news/why-urban-density-is-good-for-health-even-during-a-pandemic/

[19] https://thetyee.ca/Analysis/2020/08/12/Pandemic-Myth-Sick-Density-Healthy-Suburbs/

[20] https://www.thestar.com/news/gta/2020/06/18/covid-19-and-transit-what-we-think-we-know-may-be-wrong.html

**Preliminary section-by-section recommendations on actions the City should prioritize to align with and implement OurWinnipeg policy:**

**Section 1 - Leadership and Good Governance**
Without the Strategic Priorities Action Plan (1.2, 1.3), nothing else will happen. If results-based budgeting (1.6) were implemented to maximize ROI for the community, then the City would need to shift its focus from road development for private vehicles to properly funding transit and active transportation. Representative and participatory democracy (1.10, 1.11) are critical given the frustrations experienced in public engagement that result in backlash and resentment. Recognize the need for ecofiscal policies with the following underlined additions to 1.8:

**Accountable Revenue Generation (1.8)**
Pursue municipal revenue generation based on a predictable, equitable, ecofiscally-sound and evidence-informed methodology that offsets service costs and facilitates achieving this plan's sustainability goals.

[The changes recognize that modes of revenue generation can either obstruct or facilitate the achievement of sustainability goals (e.g. the great blow struck against organics collection from an unsustainable funding model).]

**Section 2 - Environmental Resilience**
Aligning the budget (2.2) to achieve climate action goals is critical. To quote Brent Toderian, "*The truth about a city's aspirations isn't found in its vision. It's found in its budget.*"

**Section 3 - Economic Prosperity**
Evaluation of community return on investment is critical under Strategic Enterprise Supports (3.2) along with testing innovative solutions that are climate-friendly under Community Economic Development (3.4). Also under Community Economic Development (3.11), "support local enterprises and employment in neighbourhoods through strategic investments in transit, active transportation, and a pedestrian-oriented public realm, that result in well-connected, mixed-use activity nodes, to enable residents to participate in economic activity in close proximity to where they live." Under Poverty Reduction (3.12), while not specifically addressed, transportation equity is a key component of (and often a barrier to) accessing opportunity and being able to participate. This leads into Sustainable Transportation Connectivity (3.17): "Prioritize enhancements to the public transit system and active and public transportation network that improve their viability and access to places such as educational institutions, employment opportunities, recreation and library facilities, providers of essential goods and services and health providers, especially for neighbourhoods most impacted by poverty."

**Section 4 - Good Health and Wellbeing**
Community Safety (4.7), Transportation Safety (4.10), Equitable Service Access (4.11), and Inclusive Public Places (4.12) are critical areas to focus on immediately. Of course, affordable housing (4.4) and food security (4.5) are critical issues of focus as well.

**Section 5 - Social Equity**
While all of the policies are critical, we are particularly keen to see meaningful Reconciliation with Indigenous Peoples (5.4) and Equitable Service Access (5.6), which includes a focus on those who move to Winnipeg from reserve.

**Section 6 - City Building**
Climate Resilient Growth (6.5), Intensification Target (6.6), Complete Streets (6.16), Transit-Oriented Development (6.18, 6.31, 6.32), Affordable and Supportive Housing Options (6.33), Inclusive Public Spaces (6.35, 6.36), Heritage Conservation (6.37) and Neighbourhood Connectivity (6.39).

Add policy to follow 6.7: **Fiscally Sustainable Growth** to anchor mobility pricing.
*A green and fair alternative is **mobility pricing** commensurate with the social costs of vehicles by means of higher fuel, vehicle, road and parking taxes and fees to reflect user pay, polluter pay, damage and safety compensation, and a fair contribution to general revenues and more sustainable transportation alternatives.*

Further steps along the path to ecofiscally sound policy:

1. Review the more detailed section on Financing Growth in Complete Communities 2.0 to incorporate ecofiscal principles.
2. Reform garbage and waste diversion pricing in accordance with the revised policy 1.8 above and Green Action Centre's recommendations.
3. Commission a full-cost accounting study of the costs of motor vehicles.
4. Commission a review of ecofiscal tools available for mobility pricing and demand management including both:
    a. Those available to the city under existing legislation, and
    b. Those requiring new powers under provincial legislation.

    Include both sets within the *OurWinnipeg 2045* plan submitted for Provincial approval along with a request for legislative changes where needed.
5. Invite information sharing and joint planning on ecofiscal reform with other municipalities, Winnipeg Metropolitan Region, and other levels of government.

Resource links

- https://greenactioncentre.ca/clean-energy-environment/a-new-deal-for-winnipeg-and-transportation/
- https://greenactioncentre.ca/clean-energy-environment/steps-toward-a-green-new-deal-for-manitoba-planning-budgeting-and-restructuring-for-change/
- https://greenactioncentre.ca/wp-content/uploads/2018/05/GA-Briefing-Note-Composting-Policy-for-submission-to-CoW-ClimateActionPlan-Feb2018.pdf
- https://www.policyalternatives.ca/publications/reports/high-cost-free-riding-and-how-we-fix-it
- https://www.policyalternatives.ca/publications/reports/imagine-winnipeg (Environment chapter)
- https://vtpi.org/ and https://www.vtpi.org/sotpm.pdf

Manitoba Association of Senior Centres

# *OurWinnipeg 2045*: Considerations

August 2020

Winnipeg, like cities across Canada, has a population that continues to age. In Canada we now have more people over the age of 65 than under the age of 16. In Winnipeg, residents over the age of 65 comprise some 16% of the population and when we expand that to include those over the age of 55, we jump to more than 27%.

The Manitoba Association of Senior Centres (MASC) is Manitoba's champion in working with communities to support healthy aging. With funding from Manitoba Health, Seniors and Active Living as well as the Winnipeg Foundation, MASC has been and will continue to host workshops and discussions in Winnipeg and across the Province, that bring together municipal officials (elected and staff), senior's organizations, and front line service providers to consider opportunities for collaboration. The workshops focus on age-friendliness but also more broadly on knocking down the silos that limit effective communication and collaboration amongst service providers.

Workshop participants have noted that while local governments play a key role, the responsibility of developing a more age-friendly community is a shared one. For example, if we want transportation that gets us where we need to go, when we need to go, governments and community partners need to work together. And of course, issues are all interconnected…transportation either facilitates or hinders social connection. With social connection people are able to lead a more healthy, active lifestyle; without connection, people become isolated and vulnerable. Equally, there needs to be access to recreation programs that are affordable and that recognize the varying needs of people of all ages.

Recent efforts of the World Health Organization (WHO) encourage the global community to come together and to invest in the Decade of Healthy Aging 2020-2030, launching October 1, 2020. The Decade offers a unique opportunity to consider both the resources and the barriers that challenge life in our communities.

MASC

Phone: 204-792.5838
Email: info@manitobaseniorcentres.com
www.manitobaseniorcentres.com

The six key goals of *OurWinnipeg 2045* draw from the 17 Sustainable Development Goals (SDGs) adopted by the United Nations (UN) in 2015. As a specialized agency of the UN, the WHO focus on health and aging also draws upon the SDGs and the principle of "leaving no one behind". For people of all ages, Winnipeg, and its neighbourhoods, offer a wide range of resources…but also barriers, which will ultimately determine whether a person can do the things that are important to them.

To this end, MASC encourages robust consideration within each of the six key goals of *OurWinnipeg*, to both enhancing existing resources while mitigating the barriers that limit participation. In particular, we encourage reference to the following link, which outlines ten SDGs and their importance to healthy aging:

https://www.who.int/docs/default-source/decade-of-healthy-ageing/full-decade-proposal/decade-proposal-fulldraft-en.pdf?sfvrsn=8ad3385d_6

In relation to the key goals of *OurWinnipeg* and the SDGs related to healthy aging, we offer the following illustrations:

Leadership and Good Governance:

- Winnipeg will benefit from a campaign to raise awareness of ageism, advocacy on healthy aging and guidelines to prevent age-based discrimination
- Healthy aging requires investments in age-friendly environments, creating a future for citizens of all ages

Economic Prosperity

- Healthy aging requires life-long learning, literacy, skill training and barrier-free participation including digital skills

Good Health and Well-Being

- Healthy aging allows older people to contribute to society longer
- Older people may be vulnerable to food insecurity

Social Equity

- Gender equality throughout the life-course will lead to better outcomes later in life
- Older people may experience unequal access to services and supports in their neighbourhoods and communities

City Building

- Age-friendly cities allow all people to maximize their abilities across the life-course
- The infrastructure for healthy aging will require research and evidence-based interventions that make older people visible by age-disaggregated data and analysis

Ultimately, Winnipeg, like communities across the globe, must address ageist attitudes. Although there is no typical older person, society often views older people in stereotypical ways. One such view of older people is that they are dependant or a burden. This can lead to assumptions during policy making that spending on an older person is simply a drain on economies…costs for social services, costs for transportation or for housing.

But, when we change the language and we change our thinking from cost to investment, we can see how important older people are to our communities. Investments in social connection, in housing, in recreation all bring many returns on those investments. In turn, older people can and will continue to make significant contributions to their families, friends and community, as employers and employees, as innovators and caregivers, and as volunteers and role models.

MASC looks forward to contributing and to developing positive outcomes through the *OurWinnipeg 2045* process, by creating a more inclusive, age-friendly environment for Winnipegers of all ages.

# MANITOBA ECO-NETWORK

3rd Floor 303 Portage Ave., Winnipeg MB R3B 2B4
Tel: 204-947-6511 www.mbeconetwork.org

August 2020

Attention: Laura Rempel
Planner, City of Winnipeg

**RE: OurWinnipeg Policy and Implementation Plan**

The Manitoba Eco-Network (MbEN) appreciates this opportunity to comment on the *OurWinnipeg* policy and implementation plan. Since 1988, MbEN has promoted positive environmental action by supporting people and groups in our community. MbEN has recently transitioned our programming to focus more on policy advocacy, engagement in consultation processes and developing capacity building tools that benefit the environmental non-profit sector and our member groups. We welcome more opportunities in the future to work with the City of Winnipeg in the development of new policies, plans and programs.

After reviewing the most recent version of *OurWinnipeg* we have found that many of our comments from the submission we made in July 2019 are still applicable. We are pleased to see commitments throughout *OurWinnipeg* to strengthen community partnerships, empower community organizations, and increase opportunities for community-led action. We strongly support the City's commitment to taking on a stronger environmental leadership role. The City should be leading by example and helping foster a more collaborative approach to municipal governance. To this end, we are pleased to see policies that support meaningful, inclusive and informed community engagement and commitments to collaborative climate action.

This new iteration of the policy continues to indicate the City of Winnipeg is moving in a more sustainable direction and we appreciated seeing some changes (such as the addition of new definitions) based on our previous feedback. The range of online engagement tools provided and the willingness of City staff to meet with interested organizations during this consultation period was also appreciated. We feel many of the problems we identified last year have still not been addressed. Our comments focus on these ongoing issues and provide suggestions that will improve transparency and public engagement, strengthen environmental commitments and better align the *OurWinnipeg* policy with the Sustainable Development Goals (SDGs) on which it is based.

Public Engagement:

- We understand the difficulties associated with public consultation in the current pandemic situation and that the consultation process has been delayed as a result. Consulting with the public during the busiest time of the summer has prevented many individuals and NGOs from meaningful engagement. We recommend that any future consultations the City embarks on offer more time for public responses and resources for community consultation activities.

- Undertaking the *OurWinnipeg* consultation at the same time public engagement is occurring for the *Complete Communities Direction Strategy* limited the capacity of the public and NGOs to participate meaningfully. These engagement processes should have occurred at different times, with the *Complete Communities* consultation occurring after the higher level *OurWinnipeg* policy was finalized.
- More background information should have been provided to the public detailing the changes made to the *OurWinnipeg* policy as a result of consolidating previous policies including the *Sustainable Waste and Water Directional Strategy* and *A Sustainable Winnipeg Direction Strategy*. We heard from members of the community who found it difficult to compare the current version of the policy with its previous iteration to determine if any policy gaps existed.
- There is a need for a public engagement report summarizing the public feedback received during both the 2019 and 2020 consultation periods. It is unclear what scope of public feedback was received, how this information was considered and how it was incorporated into the *OurWinnipeg* policy. If the City is going to adopt a process of "decision-making that is transparent, accountable and evidence informed" there is a need to apply these principles to the policy development process as well.

<u>Sustainable Development Goals as the Basis of the Policy:</u>

- The City of Winnipeg is taking a positive step forward by using the SDGs as the basis of the *OurWinnipeg* policy. The SDGs recognize the need for policies and plans that address social equity issues, health, education and economic growth in a way that also addresses pressing environmental issues like climate change and the protection of water resources. By taking such an approach in the revision of the *OurWinnipeg* policy, the City has signalled a commitment to moving in a more sustainable direction. However, we feel the *OurWinnipeg* policy does not strongly enough capture the intent and content of many of the SDGs, particularly those considered to make up the "environmental resilience" category.
- The term "environmental resilience" does not adequately capture the elements of SDGs 6, 7, 12, 13, 14, and 15 that this section is intended to reflect. Of these, only SDG 13 and 14 explicitly mention resilience, and both include this approach as one of many necessary steps in the move towards a more sustainable society. MbEN recommends changing this section title to "environmental sustainability" to better reflect the range of policies that are included and ensure *OurWinnipeg* is focused on taking proactive measures that enable Winnipeg to be more than just "resilient" to climate change, but instead shift society towards a more sustainable future.
- Applying the SDGs to the *OurWinnipeg* policy is not an exercise that should involve selective adoption of certain elements of the SDGs. It is an opportunity to develop policies that reflect the full content and intent of the goals as applicable in Manitoba and implement meaningful change.

<u>Organization and Structure of Document:</u>

- MbEN feels the high-level approach taken in some policies made it difficult to understand how such policies would work in practical application. We suggest general

policies be updated to include more measurable goals and data collection commitments in order to improve the transparency and compatibility of the *OurWinnipeg* plan.

- The addition of a colour/category legend to the Policy Index on page 10/11 would be helpful (such as the one that appears on page 13) so it is easier to understand which of the six main goals listed policies correspond with.
- There is a need for more detailed maps in the *OurWinnipeg* policy. The single map currently included in the policy is not adequate and lacks reference to many important details including the location of parks, green spaces, and active transportation options. Maps provide an important visual means of communicating information and are an important resource for the public to have access to. Maps that contain proposed future projects also add transparency and accountability to the development approval process.

Recognition of Environmental Rights:

- The *OurWinnipeg* plan needs to recognize Manitobans' environmental rights. Using language that reflects the principles associated with this important category of human rights without explicit recognition is not enough. It is long past time for the City of Winnipeg to join the growing number of Canadian municipalities, including the Manitoba communities of The Pas, Whitemouth, Dunnottar, Thompson, Stonewall, Shamattawa and Selkirk, that have recognized the "right to a healthy environment". Recognition of environmental rights in *OurWinnipeg* would demonstrate environmental leadership and long-term planning in the intergenerational public interest.
- Human health and well-being are directly connected to the health of our surrounding ecosystems and therefore any commitments in this regard should recognize the importance of environmental protection and environmental rights to maintaining a safe, clean, healthy and sustainable environment.

Need for More Transparency:

- We were concerned with some of the changes in terminology that were introduced in the current iteration of *OurWinnipeg*. For example, decision-making is now described as "evidence-informed" (44) instead of "evidence-based"; references to "gender based analysis" were removed; and "integrated life-cycle planning" changed to "integrated planning and service delivery". More transparency is needed in terms of why such changes were made and what the changes will mean in practical application.
- There are many policies that include reference to coordination between different levels of government, partnerships with community organizations, and collaborative developments. There is a need for more transparency in terms of the role the City will play in such partnerships, how the hierarchy of decision-making will be determined, and where funding will come from, especially in relation to community based policy development and delivery.
- More transparency is required in *OurWinnipeg* in terms of how the various policy commitments will be monitored and evaluated for effectiveness. More clarity is needed

about the “sustainability goal indicators” (19) that will be used including how such indicators will be developed and if the community will be consulted.

- MbEN feels that transparency could be further improved by making a commitment in *OurWinnipeg* to Open Government and Open Data Principles. There is a need for more policies that ensure data is open by default and access is facilitated under the FAIR principles (findable, accessible, interoperable and reusable). The creation of an independent auditor position focused on assessing sustainability could help with existing transparency issues.

<u>Environmental Commitments</u>:

- Meaningful adoption of the SDGs requires stronger environmental commitments. Beyond the problematic “environmental resilience” language discussed above, it is unclear how the proposed policies will fulfill the environmental goals included in SDGs 6, 7, 12, 13, 14, and 15, especially in the areas of waste and water management.
- We feel more commitments can be made towards the protection of water resources and recommend the inclusion of more transparent policies that specifically address water conservation and water pollution and include clear targets, measurement processes and enforcement mechanisms. MbEN also feels Policy 2.18 should be revised to better address the resilience of Winnipeg’s drinking water system. There is a need to consider source alternatives to Shoal Lake and have clear and transparent plans in place to address any sudden changes in water quality or quantity.
- Proposed policies committing to climate change action, such as in Policies 2.1, 2.3, 2.8 aimed at GHG reductions, should be revised to meet, at a minimum, Canada’s Paris Climate Summit Commitment.
- More commitments need to be made to monitoring and improving air quality in Winnipeg. For example, Policy 2.7 should be revised to include stronger and more transparent commitments to improving air quality.
- The commitment to “increase and diversification of neighbourhood scale renewable building energy production” in Policy 2.13 is appreciated, however, MbEN would like to see the City make stronger commitments to becoming a renewable energy developer and provider.
- MbEN would like to see stronger commitments to improving the community’s resilience to extreme heat and cold (ex. frozen pipes, heat stroke, infrastructure resilience) and the creation of new infrastructure that can better adapt to environmental change.
- There is a need for policy commitments that specifically address the development of bike paths and the need for a better bike path network that is connected throughout the city. Although a picture of a bike lane was included (28) there are no specific references to bicycle lanes in the proposed *OurWinnipeg* policies. Complete networks are required to adequately support active transportation, the incremental improvements that have been introduced so far are not an effective means of supporting sustainable change.
- Policy 2.9 should also include forms of active transportation, particularly cycling, as a component in conjunction with an improved public transit system to reduce reliance on the personal automobile.

# MANITOBA ECO-NETWORK

3rd Floor 303 Portage Ave., Winnipeg MB R3B 2B4
Tel: 204-947-6511 www.mbeconetwork.org


- The City needs to use its "direct influence" resulting from municipal sanitation and solid waste management responsibilities to adopt more sustainable water management approaches. We recommend more specific commitments in terms of sewage treatment and nutrient additions to Lake Winnipeg. There is a need for *OurWinnipeg* policies to address more than just "solid" waste by making commitments that address liquid waste, gaseous emissions and particulates, and microwastes (ex. microplastics). MbEN recommends a commitment to more frequent waste audits for the Brady landfill.
- MbEN recommends stronger policy commitments be made in terms of "waste minimization" [Policy 2.16]. We would also like to see a commitment to the development of a City-wide composting program and commitments to the reduction of single use plastics and bags. Our overall policy commitment in the area of waste management should be one that will facilitate movement towards Winnipeg becoming a zero waste society.
- MbEN supports the City's commitments to supporting local and sustainable food production (ex. Policy 4.5) and recommends revising such commitments to more clearly identify how the City intends to support the production of and access to locally produced foods. MbEN would like to see specific commitments to increasing the use of community gardens, including commitments to improve the ability of community garden organizations to secure long term leases. MbEN would also like to see commitments in *OurWinnipeg* to address zoning issues and improve the ability of citizens to convert lawn space into productive garden space.
- Policies 2.19-2.21 and 2.22 should include the conservation and promotion of diverse natural pollinator populations as a critical component in enabling sustainable local agriculture.
- A successful *OurWinnipeg* requires a commitment to implementation and enforcement. For example, we would like to see commitments to the use of more enforcement mechanisms like financial penalties for non-compliance violators. The funds from such penalties could then be used to provide community organizations with funding for collaborative environmental projects.

<u>Built Environment:</u>

- MbEN feels strongly that in order for the City to truly take on a role of environmental leadership, there is a pressing need for better assessment of new developments and construction projects through the use of environmental impact assessment and life cycle assessments that considers impacts cradle to grave. MbEN would strongly recommend the inclusion of policy commitments to improve the City's assessment approach.
- We would like to see more policies aimed at improving energy efficiency, including commitments to adopting the latest versions of national building and energy codes (NBC and NECB), using tools like MyHEAT, and changes to how external impacts are monitored and measured in existing and new developments.

- MbEN recommends the inclusion of more commitments in *OurWinnipeg* to creating a built environment that supports optimal health outcomes. There is a need to design and develop healthy and inclusive built and natural environments that facilitate access to basic needs, encourage active lifestyles, and strengthen social connections.

Conclusion:

MbEN strongly supports the City's vision of Winnipeg as "a thriving sustainable, and resilient city, grounded in a strong commitment for human rights, that is welcoming and contributes to an equitable, and high quality of life for all". We are confident the next iteration of the *OurWinnipeg* policy will achieve this goal. MbEN continues to see the potential of *OurWinnipeg* and we encourage you to incorporate the improvements suggested in our submissions in order to improve transparency, accountability, and strengthen environmental commitments.

There is a need for revision of the *OurWinnipeg* policy to include more appropriate terminology (ex. replace "environmental resilience" with "environmental sustainability"), stronger environmental protection and climate commitments, and specific discussion of enforcement mechanisms. There are many commitments in the *OurWinnipeg* policy that will support the work of community organizations, foster environmental leadership and emphasize the need for collaborative action and the development of meaningful partnerships. There will be a need for corresponding commitments to sustainable and accessible funding opportunities for the community organizations involved in such collaborative and leadership action.

This revision of *OurWinnipeg* is an opportunity for the City to take on a stronger environmental leadership role and create a more sustainable and collaborative governance process. It is an opportunity to set a real example for Manitobans and move beyond the minimum environmental and health standards set by the Government of Manitoba, one that should be embraced Winnipeg's municipal government.

MbEN appreciates this opportunity to contribute our input to the *OurWinnipeg* consultation process. We look forward to and welcome future opportunities to collaborate with the City of Winnipeg.

Sincerely,

[redacted]

## OURS-Winnipeg Response to the City of Winnipeg Proposed 2020-2045 Planning Documents

## September 21, 2020

[redacted]

- OurWinnipeg 2045: Development Plan (Draft)
- Complete Communities: OurWinnipeg Direction Strategy (Draft)
  https://engage.winnipeg.ca/planning-for-our-shared-future

## INTRODUCTION

OURS-Winnipeg (Outdoor Urban Recreational Spaces – Winnipeg) is a city-wide, community-based, green space advocate organization with a focus on urban green spaces, river and nature corridors and the urban forest. Parks, green spaces (including golf courses) and natural areas are essential to making Winnipeg an attractive place to live, work and visit.

OURS-Winnipeg supports the vision for General Growth to ensure the city is livable, affordable, and desirable for all. OURS-Winnipeg has major concerns with the framework and direction the documents (Draft, OurWinnipeg 2045 and Complete Communities: OurWinnipeg Direction Strategy) provide regarding environment, climate change, water, green spaces, park lands and natural areas. We are concerned with the lack of policy and targets throughout the draft plans and guiding documents that would ensure this vision could be fulfilled and green spaces protected from development.

## MAJOR CONCERNS/ISSUES

1. **Major Open Space (MOS) policy will enable development on park lands and green spaces. There are a number of polices in the documents that support enabling development on Major Open Spaces (regional parks, nature parks, forests golf course lands, riparian areas, tree canopy).**

   **We are particularly concerned by the designation of Major Open Space** in Winnipeg's draft documents which begins with singling out the scale and character of major open spaces identifying them attractive to development. Some of the MOS shown on the map (CC 2.0 p. 120) are Kildonan Park, Bois des Esprit, Whittier Park, King's Park, Canoe Club Golf Course and Kilcona.

   **The city must change the MOS policy to ensure the preservation of green space, parks and natural areas for a growing urban population.** Winnipeg's population is forecast to grow by 120,000 over the next 20 years. Hotter summer days, storms and flooding events are forecast to increase. The climate change impact must be mitigated by larger green spaces, natural areas and a wide-spread tree canopy.

   - Development on park land would set Winnipeg behind and apart from other Canadian cities that are planning for and adding to their green space and natural areas.

- Winnipeg has 6% parkland (of total city area) - below average compared to other major Canadian cities which are at 9% parks (2020 Parks People Report (https://ccpr.parkpeople.ca/#nav)
- Winnipeg has 36% natural areas in its parks - below average compared to other major Canadian cities at 44%.
- Adding golf course lands (1% of total city area) to parks and recreation lands would increase parkland to 7%, still below average of other major Canadian cities
- Development on MOS would reduce Winnipeg's below average amount of parkland

Winnipeg must have a plan to better protect and increase its greenspace and natural areas and urban canopy and to discourage plans to develop it.

## 2. Wording of Major Open Space document will facilitate permanent loss of public green space

We are concerned that the Major Open Space designation, as worded, **will enable development** on the largest green space and parklands, including riverside, parks and forests in the city. The current wording of MOS policy references these lands as desirable for development without any reference to their importance in climate change mitigation and ecological benefits to citizens.

**MOS policy has guidelines for how development would occur**

In contrast to the Winnipeg Employment Lands policy (CC 2.0 4.0 to 4.3, 4.10, p.104), MOS outlines how development could occur. It identifies MOS as "significant lands", and relevant when there is a proposal to convert land to another use.

**Contradictory content**

MOS provides seemingly contradictory ideas. CC. 4.1.3 p. 143 "Demonstrate the City's commitment to natural area preservation specific to large scale parcels by the added designation of Major Open Space". These protections only come into effect when there is a development plan approved. Where is the demonstrated preservation commitment for smaller parcels that do not require a development plan?

**The intent of a development plan is to develop**

Protecting parkland is a very small subset within the secondary plan. Secondary plan application submission requirements do not ask for a park, natural areas or tree protection plan. For areas smaller than two acres a secondary plan and a park plan are not required at all. https://winnipeg.ca/ppd/Documents/Zoning/DevelopmentApplication/Secondary-Plan-SP-or-SP-Amendment-SPA.pdf

**Enabling development on Major Open Spaces would present barriers to park planning**

There are polices in the documents that enable development or disposal of Major Open Space lands (regional parks, nature parks, forests golf course lands, riparian areas, tree canopy). These policies do not reflect a commitment to protect green space and natural areas and more likely compromise them.

### 3. MOS designation appears development focused

**Without an overall plan, a multitude of secondary plans and small plans would shape development on the park lands. This could be viewed as ad hoc development and accompanying ad hoc protection of some green space.** The plan provides no limits or boundaries or caps. Could limitless small proposals be accepted, all meeting the five year increment limit? How many large plans could be accepted? What is the plan to prevent the majority of the land from being developed? **The approval of one secondary play or small plan could set a precedent for continuous development.**

**The new Major Open Space designation as it is presently worded has the potential to enable unlimited development and permanent loss of publicly owned green space over the duration of the 25 year plan** by identifying large open spaces as attractive for development and reducing more robust planning and approval process. Strong targets for intensification are not countered by strong targets to protect green space or the urban canopy.

**It would seem that the Major OpenSpace lands would receive the best protection if they were to remain with Parks and Recreation** and have policies like those in Employment Lands (CC 2.0 4.0 to 4.3, 4.10, p.104)to discourage conversion to other uses and a plan like Heritage Conservation to protect a valued resource. (1.1 to 1.2, 2.1 to 2.4, 3.1 to 3.3, 4.5 p. 153 - 155)

### 4. Timely, meaningful public Engagement NOT SUFFICIENT during pandemic

**In the midst of an unprecedented global pandemic timely, meaningful public engagement opportunities for the review of the draft documents were not sufficient.** That portion of the population that does not have access to the Internet was excluded from the consultation. Even library internet was not available.

**There remains a large gap in policy directives regarding green space and climate adaption and mitigation even though** many groups were consulted over the making of this document. This is reflected in the dearth of green space protection, water protection and climate adaption and mitigation policy with related natural solutions.

It is unclear what the scope of public feedback received was, and how it was incorporated into the OurWinnipeg policy and how it was evidence informed.

### 5. Guiding Documents incomplete or unfunded or outdated

**The pandemic delayed completion of guiding documents including the Parks Strategy, Urban Forest Strategy, Tree by-law, Recreation Strategy and Infill Strategy.** With these documents in public engagement phases their input to the planning documents would be limited if available at all. Funding for a Climate Adaption and Resiliency Strategy was declined in the 2020 Budget potentially leaving a gap in place of what it could have provided.

6. **UN Goal contradiction**

**One would expect the primary goal for regional parks, nature parks, forests golf course lands, riparian areas, tree canopy to be UN Goal #2 Environmental Resilience**. Instead Major Open Space is placed in UN Goal #6 City Building (OurWinnipeg 2045 p. 17) which is primarily a development goal. This placement suggests the primary goal of MOS is development over protection.

The separation of Parks and Recreation, Major Open Space and Riverbanks among three sections of the document compromises a holist environmental perspective for planning and protection. These three have an environmental focus and should be primarily grouped together as UN Goal #2 Environmental Resilience does with Life below Water, Life on Land, Climate Action, and Clean Water

7. **City is open to re-purposing or sale of public green space**

**City is moving in a direction away from protecting/enhancing its parkland and urban canopy**

Recent budget planning decisions approved by the City have not supported park planning and have opened the door to development on parkland.

The "**Transformative Fund" and "Re-purposing of Golf Course Lands" enables housing development on publicly owned golf lands with a goal of reducing infrastructure deficit**.". The Transformative Fund and Repurposing of 30% of Golf Lands Plan (2020 multiyear budget) includes the conversion of publicly-owned greenspace to housing to help pay for the infrastructure deficit.

**The "Requirements to Provide Services" list could be seen to result in reducing priority and investment for Park Planning, Tree Planting and Tree Pruning** (except DED) by labeling them as "Not Required "services. Not investing in park planning would not bode well for Major Open space.

**8. Strong climate adaption policy and targets are needed**

**We are in the midst of a climate crisis. Parts of the world are literally on fire. Climate Adaption benefits will be reduced by the proposed policy resulting in loss of tree canopy cover and conversion of parkland to development**.

Winnipeg is third highest among Major Canadian cities forecast to experience higher summer temperatures. The urban canopy is a critical tool for communities in combating the effects of extreme heat. Research has shown that large green spaces provide the greatest cooling benefits for hot summer days and river corridors provide cooling refuge for people and wildlife.

It is concerning that the city has chosen to not fund a Climate Adaption and Resiliency Strategy, has listed Park Planning, Tree Planting and Tree Pruning (except DED) as "not required" services when they would be contributors to Climate Adaption and Resiliency. The Government of Canada has identified extreme heat is a significant public health issue in Canada.

### 9. Charter Protection

Winnipeg's forefathers placed a **high value on the protection of park land giving it Charter protection that requires a 2/3 vote** of all of Council before it can be disposed of. That protection was not identified in the Major Open Space section. Although it may not normally be the practice to include charter items in a planning document it is of extraordinary significance in MOS and would be required for the approval of almost every development application.

## OURS-WINNIPEG REQUESTS

### 1. Master Plan for Green Space

A Master Plan for Greenspace to be implemented by the City of Winnipeg to preserve, protect and enhance its forest, green spaces, natural environment, river corridors and connecting corridors. The 2011 City planning documents OurWinnipeg and Complete Communities provided limited direction for planning and monitoring of green space. With the current pace of development it is more important than ever to plan to provide sufficient protection for trees, green spaces, natural heritage and river corridors.

A growing population is putting pressure on the City to maintain quality green spaces and natural areas for its citizens. The number of residents in Winnipeg continues to increase while the amount of green space does not. Adding to the concern, Winnipeg is below average compared to other Canadian cities when it comes to hectares per population of green space.

Other major cities have visionary green space plans:

- London, UK is a National Park City with 50% green space
- Montreal is creating the country's largest park. The proposed 3,000-hectare "Great West Park" will be eight times the size of New York City's Central Park.
- Vancouver is the greenest city in Canada through its Greenest City Action Plan (GCAP)
- Edmonton has the longest park system in Canada, including golf courses
- Toronto's Rouge National Urban Park is the first of its kind as a national park based in a city

### 2. Clearly articulate the protection intent of the MOS section

It appears counter intuitive that protection of Major Open Spaces comes WITH a policy to develop it. Provide wording for strong protection of major open spaces and green spaces and downplay potential for development.

### 3. Policy to enable development of golf course lands must be discouraged.

Recognition of golf courses as Charter protected land and their inherent contribution of a myriad of services must not be overshadowed by their attractiveness for development. Planning to protect the golf lands is necessary to ensure the land will be around for future generations. Golf Lands are situated on park zoned land; are publicly owned, heritage properties, used year round, pay their own way, contribute revenue to the city and provide ecosystem services. The golf course lands are not counted as Parks and Recreation land and so do not add to the total percentage of city parkland. Golf Services

Special Operating Agency was listed as a "Not required" service in a 2020 budget planning document. This listing could be seen to support development of this park zoned land.

**4. Complete additional plans and analysis to support decision making**

The 2011 Complete Communities called for a Parks Management Plan and Urban Forest Management plans which are underway.

Plans that should be added to the Implementation Action List:

- Winnipeg Master Plan for Green Space
- Biodiversity Plan like Toronto, Calgary, Edmonton, Montreal, and Vancouver have and as supported by CC 4.3.2 p. 144 "Demonstrate a commitment to biodiversity and ecological integrity through planning, regulation, collaboration".
- Climate Adaption and Resiliency Plan
- Tree Canopy Cover and Impervious Surfaces
- Water Management Plan
- Climate Adaption plan combined with capital asset management
- Wildlife Passage Engineering Guidelines designed to help decision makers with recommendations that will incorporate the needs of wildlife into transportation projects

**5. Protection for river corridors, a precious resource for a River City**

Improve health of riparian areas and their water by adopting the Provincial Planning Regulations that require at least a 30-meter buffer (wherever possible) for development along riverbanks. Studies have shown that a much wider buffer is required for ecosystem protection. Winnipeg previously received and is still using an exemption that is a weaker version of the provincial regulation. The river corridors are mess due to more frequent flooding, erosion, unsightly rip rap repairs, weed infestations, major loss of tree canopy and development too close to the river to maintain integrity of the river banks.

**6. Replace CC 4.4.2 p. 143 with "Increase green space and natural areas to keep pace with population growth and protected area targets by increasing requirements for parks and natural area provisions."**

The city must plan to have enough greenspace to provide parks to a growing population, to meet national targets for preservation of natural areas and to provide comfort for the increasing number of days with extreme heat. The Province of Manitoba targets protection of 17% of natural land areas by 2020. The Global and Federal target is 25% protection by 2025 and 30% by 2030; 50% is desired.

Save Our Seine
river environment inc.

## POSITION STATEMENT ON the CITY OF WINNIPEG PROPOSED 2020-2045 PLANNING DOCUMENTS

### *INTRODUCTION*

The Board of Save Our Seine River Environment Inc. (SOS) is presenting this position statement related to review of two draft documents that have been prepared by the City of Winnipeg for public comment in July-August 2020:

- *OurWinnipeg* 2045: Development Plan (Draft)
- Complete Communities: OurWinnipeg Direction Strategy (Draft)

**About Save Our Seine River Environment Inc.**

Save Our Seine River Environment Inc. (SOS), is a not-for-profit community-based stewardship organization and registered charity whose mandate is to protect, preserve, enhance, and promote the enjoyment of the Seine River. The SOS vision is to create a sustainable and protected urban Seine River Greenway that provides a healthy habitat for wildlife and adds to the quality of life of all citizens. SOS objectives regarding the Seine River Greenway: To preserve, protect and enhance; To restore and repair; To raise public education & awareness; To improve public access to the Seine River greenway and To work in partnership with governmental, business and other non-profit organizations for stewardship planning of the Seine River greenway.

SOS has been active for 30 years and is the organization that provides major clean-up, restoration and care of the Seine River and its greenspace. To carry out its work, SOS receives funding from the City of Winnipeg as well as from a variety of other sources including the Province of Manitoba, The Government of Canada, community foundations and private donations. We have well over 500 individuals who are actively engaged with SOS through our e-news and social media as well as many St. Vital and St. Boniface businesses that are engaged with our work.

SOS has provided solicited and unsolicited feedback to the City of Winnipeg and the Province of Manitoba on proposed development, planning and polices related to the urban Seine River Greenway. SOS is a respected environmental voice. The voice of the environment is critical at this unprecedented time in human history: the Anthropocene[1], climate change, reconciliation with our Indigenous peoples, COVID-19 and increased concerns for healthy community and sustainable living.

### *OUR CONCERNS*

While there are several points that we agree with in these documents and several areas we disagree with, we have **six** major concerns:

1. **Our key concern is with the overarching framework these documents provide:** The importance and value of the environment, natural spaces and river corridors has been greatly understated in the draft planning documents. The phrase “Recognize and preserve Winnipeg's parks, green spaces and riverbanks as green oases in our urban setting” was in OurWinnipeg 2011. The biggest and best natural lands left in the City have been moved into a category called Major Open Space (policy 6.27, OurWinnipeg 2045) in which the word “preserve does not appear. In the 2020 draft documents, riverbanks are in the "Strategic Infrastructure and Resources" section

[1] Anthropocene: relating to or denoting the current geological age, viewed as the period during which human activity has been the dominant influence on climate and the environment

(Transportation, Telecommunications, Garbage and Recycling) Parks are in "Urban Structure Supports" and Major Open Spaces are in "Additional Areas". Overall these proposed planning documents are strongly framed toward "development" (population growth, need for more housing units, and a "shortage of land" to develop for employment, commercial and industrial uses). There is almost no language related to retention and protection of green spaces. OurWinnipeg 2045 does not adequately frame the urgency to address environmental, social and public health issues.

This latter framing is critical at this time of our earth of the Anthropocene. There is very little language related to retention and protection of green spaces.

a. The "Flood Prone Areas and Riverbanks" section does not include the rivers (water) only riverbanks. Parks and Recreation section does not include the rivers, only riverbanks. The Seine River and three other rivers and some creeks continue into surrounding municipalities without a plan for continuity of this natural resource. Edmonton has a plan that Winnipeg could adopt. It is called Wildlife Passage Engineering Guidelines designed to help decision makers with recommendations that will incorporate the needs of wildlife into transportation projects including bridge building and prevention of vehicle wildlife collisions.

**We are concerned as these proposed planning documents provide the framing for all future policies and development within the City.**

2. **Our second key concern regards "Major Open Space" "Major Open Space."** We are concerned that OurWinnipeg 2020-45 does not clearly state an intent to retain or protect public and private Major Open Spaces and that the policy statements in Complete Communities (p.118-123) facilitates their conversion for development. According the map shown on p. 120, this would include the following areas along the Seine River Greenway: Bois-des-Esprits, Windsor Park Golf Course, St. Boniface Golf Course, Niakwa Golf Course, Lagimodière-Gaboury Park, Whittier Park and possibly other greenspace areas.
    a. We are concerned in particular with the statement on p. 121 under Visioning: section 1.3: *"Re-designating or repurposing areas that are comprised of less than two acres of Major Public Open space may be processed without requiring a Complete Communities 2.0 amendment or necessitating a formal secondary plan process."*

3. **Lack of recognition of the Seine River:** The Seine River is not shown on the only map in OurWinnipeg 2020-2045 (figure 2). It only appears on one map in Complete Communities (Map 14, page 120). The Seine River must be shown on every map so that each category of proposed land use will be seen and understood in relation to the location of the Seine River. It is as much a part of the geographic landscape of the city as the Assiniboine and the Red Rivers.

4. **Dire Consequences for Our City:** We feel there could be dire consequences to the health of the Seine River Greenway (flora and fauna), to the health of people, to the health of our climate, and to property values by development of these areas.

5. **Limited Engagement:** We are also concerned that there has been very limited amount of public input into the proposed plan and implementation documents and limited time for review over the summer months.

6. **Background of Planning and Policy Concerns:** We understand that these proposed planning documents must be considered against a background of other concerning related policy development within the City of Winnipeg.

    a. **We are aware of other recent related proposed City work** that is occurring during the summer months including "Requirements to Provide Services" that outlines what the City considers to be not required

services (park planning, tree planting, tree pruning (except DED) Golf Services Special Operating Agency (recreation park lands bordering the Seine River,) etc. and work by a consultant to propose measures to re-purpose public golf courses, including housing of which over 4 kilometers border directly adjacent the Seiner River corridor.

b. **The City of Winnipeg has made unfulfilled commitments** to work on planning documents over the years. There have been promises by the City of Winnipeg to finalize a number of critical environmental-related planning documents including those listed below. Since these have not been completed, these two proposed planning documents do not have an environmental foundation.

## *OUR POSITION*

These planning documents are designed to be in place for the next 25 years. Our position is that we must represent the interests of the Seine River, its Greenway, the flora and fauna represented, the people now and in the future including our children and grandchildren. **We are not able to endorse this plan and its implementation strategy as is**. **We require the following <u>eleven items</u> to be addressed:**

1. **That there be an overarching vision with holistic consideration of the environment incorporated** into all planning, land use and capitol asset decisions and to these proposed overarching planning documents with a clear understanding as to intersections with greenspace, natural areas, climate change adaption, Indigenous knowledge, equity, water resources, public health, biodiversity, and national and global targets.

2. **We ask for stronger environmental and greenspace protections and policies** for the Seine River Greenway areas as well as for all of the City of Winnipeg rather than leaving these open for development.

3. **We request the withdrawal of "Major Open Space" designation** as it allows unlimited ad hoc development on the aforementioned prime greenspace areas: Bois des Esprits, Windsor Park Golf Course, St. Boniface Golf Course, Niakwa Golf Course, Gaboury Lagimodiere Park, Whittier Park and other greenspace areas.

4. **We ask that the "Major Open Space" section of Complete Communities be moved to** "Urban Structure Supports" section where parks and recreation, heritage conservation, urban forest, and ESNL reside. If the intent is to protect greenspace and natural areas this would be a congruent fit. If the intent is to develop Major Open Spaces than leaving them in "Additional Areas" is a congruent fit as this section (reinvestment areas, employment lands, rural and agriculture). The Major Open Space definition in policy 6.27 (OurWinnipeg) must be updated to include development if that is the intent and added to the glossary in Complete Communities. Clearly the policies as written within MOS will facilitate long term development well into the future on natural areas, river corridors, forests and parks having significant implications for the Seine River Greenway and all of Winnipeg.

5. **We strongly ask that the City of Winnipeg establish a riverway riparian conservation zone to protect surrounding ecosystems.** Currently the City of Winnipeg is not aligning even with the Provincial Planning Regulations that require at least a 30-meter buffer for development along riverbanks. A 30-meter buffer is actually a very narrow buffer. Studies have shown that a much wider buffer is required for ecosystem protection.

6. **We strongly ask that the City of Winnipeg consult with the public and critical stakeholders** including First Nations organizations, environmental researchers and organizations, climate change researchers, public

health organizations and researchers, recreation organizations and researchers, urban planners, businesses and others. This plan is far reaching and has impact for the next 25 years. It should be carefully considered with all stakeholders in mind and should not be rushed through. The City must add an opportunity for the public to respond to a second draft of OurWinnipeg 2045 and Complete Communities 2.0 before the public hearing at Executive Policy Committee meeting. Public engagement must not be sacrificed in the rush for completion, especially with the disruption caused by the COVID pandemic. Our 25-year vision has an opportunity to benefit from this opportunity to vision in a new and different light. The City of Winnipeg's 25-year vision and planning documents are at the top of the hierarchy of important documents produced by the city. The public was given a few weeks in the heat of the summer to comment on the first draft that was three years in the making. It is a commonly accepted practice for city documents that are much lower in the hierarchy to have second and even third drafts provided for the public to review.

7. **We strongly endorse that the City of Winnipeg aim to become an exemplar and leader among cities** at this unprecedented time in human history: leading in greenspace protections and policies. We strongly encourage investment in supporting greenspace and related planning and policies.

8. **We strongly ask the City to work on plans and policies that have been delayed for many years** including the start, update or completion of:
   1) A Secondary Plan for the Seine River Greenway
   2) A Master Plan for Greenspace in the City of Winnipeg
   3) A biodiversity plan such as Vancouver, Toronto, Montreal, Calgary and Edmonton have
   4) Climate Adaption and Resiliency Strategy (component of Climate Action Strategy 2018) (funding declined in 2020 Budget)
   5) Urban Forest Strategy
   6) Recreation Strategy
   7) Tree By-law
   8) Species at Risk Recovery Strategy
   9) Other related environmental, ecosystem, greenspace and climate change strategies

9. **We recommend the return of golf course lands to the Parks and Recreation** and by-law as protected land rather than open for privatized development and long-term leases.

10. **We requested that the Seine River recognized** and be shown on the maps in both documents.

11. **Finally, we ask that SOS be advised of an immediate opportunity to meet with the City of Winnipeg** representatives to discuss these important planning and implementation documents.

On behalf of the SOS Board of Directors and SOS Advisors we present this position statement. **Date: August 30, 2020**

[redacted]

[redacted], Save Our Seine River Environment Inc.
President

Social Planning Council *of Winnipeg*
est. 1919
432 Ellice Ave, Winnipeg, Manitoba R3B 1Y4
Telephone: (204) 943-2561 | Fax: (204) 942-3221
E-mail: **info@spcw.mb.ca** | Website: **www.spcw.mb.ca**

# Comments from Social Planning Council of Winnipeg on Our Winnipeg 2045 Development Strategy

While we congratulate City Staff for the completion of the draft *OurWinnipeg 2045 Development Strategy* and the *Complete Communities 2.0 OurWinnipeg Direction Strategy*, we have hesitated to contribute to this draft as the timing of the initial consultation period, during a summer, in a pandemic, was disappointing. While we did appreciate the extension we asked for being granted, the reality is that the uncertainties and extra work created by the pandemic continue to be with us. We have not been able to engage with our community partners to gather their feedback on this draft. We do note that this draft is markedly different from the earlier one. That draft contained more of what we would want to see in a document that is meant to guide all strategies for the next 25 years.

As an organization with more than a 100 year history of being a leading voice on poverty issues and the need for better policies to help build a more just city, we believe that without clear bold strategies to take us through this critical phase in our city's development, we will never achieve the promise set out as the purposes in Winnipeg's Charter of good government, desirable services, safe and sustainable communities and health, safety and welfare for all its inhabitants.[1] These over-arching purposes must be top of mind in evaluating and implementing Winnipeg's development strategy.

Winnipeg, over the next two decades, faces a critical turning point that will shape what kind of city we wish to become. Winnipeg has enjoyed a period of consistent economic growth and development in recent years, and many projections estimate this will continue over the coming decades. Over the past decade, we have seen investment in infrastructure and development that has resulted in new institutions reshaping our social fabric and our city's skyline. The next two decades have the potential to bring further changes that will continue to transform Winnipeg.

However, looking back at the period of recent growth, we see that the benefits of economic development have not been enjoyed equally by all. Winnipeg continues to suffer some of the highest rates of poverty of any community of its size in Canada. We continue to be held back by our ongoing history of colonialism. Divides of race and class still undermine our collective efforts on reconciliation. In a community where three in ten children live in poverty, where seven in ten people incarcerated are Indigenous, and where at least 1500 people may be counted as homeless – with many more in hidden

[1] Government of Manitoba, The City of Winnipeg Charter, 5(1): https://web2.gov.mb.ca/laws/statutes/municipal/c03902e.php

homelessness - on a given night, we know we have a long way to go before we can truly call ourselves a city in which everyone has equitable opportunities and to reach our collective vision of the kind of community we wish to become.

Moreover the next twenty years will mark a decisive turning point in human and ecological history. Without a sharp reversal in how we produce, in what we consume and how we move people and goods across and between communities, we will inflict irreversible damage to our planetary life sustaining systems which future generations will be unable to repair.

With *OurWinnipeg 2045*, Winnipeg has an opportunity to create a plan to overturn the divisions of racism and inequality and to start investing in the needed transformation to a green economy today if we are to build a viable, sustainable, and healthy community for tomorrow. We need a bold plan with vision and we need civic leaders with courage and commitment to implement it.

**What is OurWinnipeg?**

*OurWinnipeg* is the City's highest level long-term planning strategy. It is mandated under the City's charter to set the direction for development in Winnipeg over the next 25. Under the Winnipeg Charter, the City is required to create long term development plans that are approved by the province to which secondary plans, and ultimately, policies and bylaws need to adhere.

Our Winnipeg is important because it sets out the framework for all subsequent plans and City policies. Although previous iterations of *OurWinnipeg* have lacked teeth and the City has often failed to implement its previous development strategies, *OurWinnipeg 2045* must be a powerful tool to hold City government to account. In the current context in which some political forces are looking to narrow the mandate for which the City is responsible, it is essential that *OurWinnipeg 2045* be the bulwark for proven progressive public policy.

*OurWinnipeg 2045* sets a framework to guide policy making as our city grows. It puts forward a vision and six key goals to which a number of subsidiary goals are attached. The key goals come out of the United Nations Sustainable Development Goals, with particular reference to those that are most relevant for city governments.

**Comments on Vision and Goals:**

> *"In summary, the vision for OurWinnipeg is to be a thriving, sustainable, and resilient city, grounded in a strong commitment for human rights, that is welcoming and contributes to an equitable, and high quality of life for all."*

The vision and goals of *OurWinnipeg 2045* are a good starting point for considering the

type of City we wish to become. In many respects the vision articulates a clearer mandate than that of the 2012 version. To achieve these goals, though, they must also be linked with clear strategies on poverty reduction. *OurWinnipeg 2045* must not, in the name of developing tangible and measurable goals, seek to limit the City's role in addressing the socio-economic needs of its inhabitants. The City's poverty reduction strategy, currently under development, must not be hamstrung at its outset. *OurWinnipeg 2045* must leave as much 'maneuvering room' as possible to allow subsequent governments and the community they serve the flexibility to meet emerging needs.

As community members and groups argued in the 2018 community-led poverty reduction strategy, *Winnipeg Without Poverty*, addressing poverty in Winnipeg means including a poverty reduction lens on all City programs and initiatives. It means that poverty reduction is not a separate program or a set of programs undertaken by the City, rather it must be structurally integrated into all aspects of City business. While the city does have a role to play in implementing specific poverty alleviation policies and programs in areas under its jurisdiction such as community development, transit and housing, it also has an obligation under its Charter mandated purposes to ensure all its programs and policies serve the needs of all inhabitants. The Charter's very use of the word inhabitant over citizen or resident demonstrates the intention to be as inclusive as possible. This then obligates the City to serve our most vulnerable in as equitable a way as possible.

We do note there is considerable correspondence between *OurWinnipeg 2045*'s key goals and the policy areas recommended in *Winnipeg Without Poverty* (See table 1 below).

However a key difference is that in WWP, poverty reduction is a central consideration across each objective. Many of WWP's recommendations actually end up crosscutting to other areas. For example our recommendation for a newcomer youth support strategy is both a measure for greater inclusivity but also an income and employment strategy. Another example of how intersectional all policies must be seen to be is that the current draft of *OurWinnipeg 2045* does seek to enshrine equitable access to services in policy 1.7. But by stipulating that someone with a pardoned criminal record cannot be discriminated against, this means that someone with an unpardoned record can be. Given the over-representation of Indigenous and other People of Colour in poverty and therefore in the criminal justice system, this policy, as is, will be discriminatory. The Harper Conservative Government added to the systemic racism through additional offenses with mandatory minimum sentences. It also made sweeping changes to the pardon process by making it much more expensive, basically doubling the waiting period before someone can even apply and making the process much more onerous. The current Trudeau government has not made any significant moves to reverse the harm done. If this policy is used to keep people from volunteering with or working for the City or accessing city services, it will discriminate against people

in poverty and/or of colour. It will also work against creating a safer city as those who are excluded have no reason to abide by or support systems that do not in turn serve and support them.

| Table 1: Correspondence between *OurWinnipeg 2045* Goals and Make Poverty History Manitoba's *Winnipeg Without Poverty* recommendations | |
|---|---|
| **Our Winnipeg** | **Winnipeg Without Poverty** |
| 1) Leadership and Good Governance | Community and Civic Engagement |
| 2) Environmental Resilience/<br>6) City Building | Urban Sprawl<br>Transportation<br>Public Spaces |
| 3) Economic Prosperity | Income and Employment |
| 4) Good Health and Well-Being | Recreation<br>Food security<br>Policing and Safety |
| 5) Social Equity | Reconciliation<br>Housing<br>Child Care<br>Health and Mental Health<br>Accessibility Rights |

We are encouraged by *OurWinnipeg 2045's* broad vision with its commitment to human rights, sustainability and equity. All Winnipeg inhabitants deserve the high quality of life promised in this vision. We are also encouraged by the commitment to social equity as a key goal of the document. We agree that all people must be treated fairly with resources distributed to the most in need. This has not been a priority in much of Winnipeg's development. We know that inner city neighbourhoods are often underserved in terms of access to recreation facilities, public transportation and other public services. They are at the same time over-policed. This has not led to more safety as for the sixth year in a row, violent crime has risen in Winnipeg while it is in decline elsewhere. There also remains an enormous unmet need in affordable housing in Winnipeg's low income communities. Approximately 40,000 Winnipegers are without affordable quality housing that meets their needs.

We do support the intersectional approach to poverty reduction that is proposed in the document. As in the example of 1.7 cited above though, it is not always easy to see how a policy might, even with the best intentions, subvert the intended goal. We must recognize that systemic barriers impact different groups within society differentially. These barriers must be addressed if poverty reduction efforts are to be successful. Particularly, it is important to recognize that some of the groups with

especially high rates of poverty like Indigenous Winnipegers, newcomers, families with children, persons with disabilities and members of 2sLGBTQ+ communities will need access to specific resources to enjoy the same rights and opportunities as do the majority of Winnipegers. It is incumbent on the City to ensure that *OurWinnipeg 2045* enshrines its commitment to inclusivity and more importantly better and more transparent mechanisms for the community to engage and create the necessary change when injustices do occur. The current and resource heavy process of seeking separate meetings with Mayor and Councillors, appearing at committee meetings, and finally at Council with no real public debate then taking place, knowing that decisions have already been made behind close doors, does not inspire public confidence or engagement.

While we appreciate that *OurWinnipeg 2045* does include poverty reduction efforts, an earlier draft that we provided commentary on included more. In this latest draft, efforts are not as broadly linked to all aspects of the development strategy. It is impossible to consider economic prosperity as a separate goal, without linking prosperity to goals of social equity. When over 100,000 Winnipegers are needlessly left behind, there is not prosperity in our community.

We are pleased to see a commitment to a living wage for both direct and contracted municipal employees as well as the inclusion of a community economic development approach as a tool for poverty reduction. This was a recommendation from WWP and we continue to call on the City to implement all of the WWP recommendations as they came directly from the broad community consultations we conducted for it. However, even when all of those are implemented, the City would still not have done all in its power to eradicate poverty.

Linking back to the sustainable development goals that drive the *OurWinnipeg* document it is helpful to recall the 1987 Brundtland Commission definition of sustainable development as development that "meets the needs of the present generation without compromising the needs of future generations". As with social equity, we support environmental resilience as a goal, but again this must be integrated across all aspects of the plan. We also have some concern about the revising the 17 sustainable development goals to just 6. While these goals may have the most relevance to city building, there are aspects of each of the UN goals that will be relevant for building the city we want to become before the second half of the 21$^{st}$ century. For example, gender equality as a goal (UN goal 5) suggests we should be applying a gender based lens when budgeting. We should consider and calculate the effects of program cuts on women and gender non-conforming communities. More and more, as we welcome newcomers to Winnipeg, we are part of a global community and the broadest consideration of the UN development goals should apply to Winnipeg.

As we approach the plan to build our city towards 2045, we must be bold in considering what is needed. The majority of the objectives considered under the plan, while appropriate in the short-term, often lack concrete measures for realizing the long-term objective of an equitable, sustainable city by 2045. Complex problems like building a carbon neutral city and ending homelessness require long-term strategic investments. Without these investments, plans risk being relegated to aspirations without hope of realization.

We look forward to continuing to work together to help build a Winnipeg that provides for the needs of all residents and our shared commitment to create a welcoming and equitable city with a high quality of life for all.

Sincerely,



The Chamber
The Winnipeg Chamber of Commerce

100-259 Portage Avenue
Winnipeg MB R3B 2A9
Canada

Telephone 204 944 8484
Facsimile 204 944 8492

info@winnipeg-chamber.com
www.winnipeg-chamber.com

August 27, 2020

Gary Holmes
Planning, Property and Development Department
City of Winnipeg
1st Floor - 55 Garry Street
Winnipeg MB R3C 4K4

Dear Mr. Holmes:

On behalf of The Winnipeg Chamber of Commerce I wanted to thank the OurWinnipeg team for taking time to meet with representatives from our membership on July 23rd along with a follow-up meeting on August 13th. As promised, we'd like to provide some written feedback on the OurWinnipeg and Complete Communities drafts.

To begin, we would like to commend the city for the work it has done in developing these documents. There has clearly been a lot of time devoted to this task, and we sincerely appreciate the efforts made to engage groups like The Chamber throughout the process.

We're particularly encouraged that many of the major topics covered in our submission were included in these drafts, such as promoting more infill development, protecting and expanding employment lands, engaging in regional planning, adopting a frequent transit model, and enabling more indigenous economic zones (urban reserves).

That said, there are a few notable areas where we think there are opportunities for enhancement:

**Strengthen infill development incentives.** We appreciate the drafts include a residential intensification target, but some of our members believe 50% doesn't go far enough. We would encourage you to consider a more aggressive target and/or be more explicit in outlining incentives that could be used to encourage more infill development. We also feel strongly the city should fund a comprehensive infrastructure study that will identify the best opportunities for infill development and their related costs.

**Put more emphasis on the movement of goods.** Beyond a few passing references, there is little in either document that addresses the movement of goods throughout the city. It's important this is not overlooked, as our city requires the efficient movement of goods to not only serve our local population, but to take advantage of trade opportunities across Canada and throughout the world. Winnipeg is an established centre for transportation and logistics, largely due to the work of Centreport, and thousands of jobs directly depend on the movement of goods.

**Embrace technology and accommodate disruption in transportation planning.** There is no significant mention of the role technology could play in maximizing the efficiency of the existing road network and identifying areas for improvement. Likewise, there is no mention of micromobility options (e.g. scooter or e-bike share programs), and surprisingly, for a document with a 25-year timeframe, no reference to autonomous vehicles and the impact they might have on transportation planning, infrastructure investment and land use.

**Incorporate impact fees as a planning tool.** The recent court decision on impact fees necessitates a change in the city's approach to negotiating and adopting any sort of development charge. They shouldn't be viewed as a financial tool, but as a mechanism to encourage positive planning outcomes (e.g. increased infill development). As we always have, The Chamber would encourage the use of an area-specific pricing model along with policy-based discounts (e.g. waiving fees for downtown development).

**Eliminate the living wage goal.** We have attached a letter from November 2019 that was sent to the Chief Corporate Services Officer that outlines several concerns The Chamber has around establishing arbitrary wage targets that go beyond existing provincial legislation. In addition to the points in the letter, we would add that:

- Requiring potential vendors – including those who operate on a national scale – to rewrite their pay structures to qualify for City of Winnipeg contracts could have a material impact on the number and quality of bids received for tender opportunities.
- A minimum wage requirement could also prevent many small businesses or newer businesses from competing for city contracts.
- The City recently calculated that a "living wage" would add $350,000 to its own salary costs. It can be safely assumed if this requirement were imposed on contractors that it would result in a corresponding increase in contract costs as well.

**Enhance the focus on the arts.** Winnipeg is renowned for its creative assets and the arts/creative sector plays a critical role in encouraging economic development, enhancing quality of life, and acting as a catalyst for urban development and renewal. There is an opportunity for the city to embed these key principles within OurWinnipeg and Complete Communities. We would urge you to ensure the role of the arts and creative sector is well defined within both documents.

In closing, we would like to thank you again for the presentation on the draft documents and the opportunity to contribute our feedback. If you would like to discuss these recommendations further or require input from Chamber members on any other aspect of the OurWinnipeg plan, please feel free to contact me at [redacted].

Sincerely,

**The Winnipeg Chamber of Commerce**

[redacted]

Winnipeg Arts Council
Response to:

August 2020

## *OurWinnipeg 2045 and Complete Communities 2.0*

Property and Planning Department, City of Winnipeg

## *OurWinnipeg 2045*

With the change in framework design for the new version of *OurWinnipeg*, the accessible narrative employed in the 2011 version has been replaced with the goals/objectives style of planning. Perhaps this allows for more precise measurement applications, but additional descriptive sections that link the two versions would expand understanding for anyone's purpose. The ideas and language employed only nine years ago remain relevant and critically important and were compiled through a comprehensive and lengthy consultation process.

The previous version of *OurWinnipeg* was structured under three focus areas: A City That Works, A Sustainable City, and Quality of Life. Reorienting the document around the United Nations 17 Sustainable Development Goals keeps Winnipeg in step with urban development thinking in a global context, but the draft document fails to capture the importance of culture as a lens through which all of the SDGs are intended to be viewed. According to UNESCO,

> *The safeguarding and promotion of culture is an end in itself, and at the same time it contributes directly to many of the SDGs — safe and sustainable cities, decent work and economic growth, reduced inequalities, the environment, promoting gender equality and peaceful and inclusive societies. The indirect benefits of culture are accrued through the culturally-informed and effective implementations of the development goals.*
>
> Hosagrahar, Jyoti. *Culture: at the heart of SDGs:* The UNESCO Courier, 2017 no. 1, April-June 2017. P. 12

This was more evident in *OurWinnipeg 2011*, particularly under the Creativity section which much more accurately captured the importance of the arts as a vehicle for achieving many different goals. Although the arts and public art are mentioned in *Complete Communities 2.0,* without the substance of **pages 83 to 86, Quality of Life, 03-3 Creativity** in the 2011 version of *OurWinnipeg*, there is little context for the arts and public art as integral to the quality of life and as city-building entities. Also, the affirmation of the Winnipeg Arts Council as the City's mechanism to deliver arts programs and the City's Public Art Policy, as stated in 2011, remains necessary to remind elected officials and civic officials of a system that is transparent, accountable and comparatively low-cost. The current draft only refers to the arts in terms of community development (Policy 1.15) and downtown development (Policy 3.6). The arts are not vehicles for development purposes alone, but ultimately have their own value.

UNESCO defines "Culture" as the set of distinctive spiritual, material, intellectual and emotional features of society or a social group, that encompasses, not only art and literature, but lifestyles, ways of living together, value systems, traditions and beliefs. (UNESCO 2001)

Notably, UNESCO is not the only organization to advocate for culture and the arts as a key element to all areas of urban development. The United Cities and Local Governments (UCLG) said in 2010 that the trio of economic growth, social inclusion and environmental balance did not adequately address development concerns across the globe and issued a declaration entitled *Culture: Fourth Pillar of Sustainable Development*. This declaration, reaffirmed and endorsed numerous times since then by organizations around the world, calls on cities and local and regional governments to:

- Integrate the dimension of culture into their development policies;
- Develop a solid cultural policy;
- Include a cultural dimension in all public policies;
- Promote the idea of culture as the fourth pillar internationally, in particular in international policy making.

In order to truly achieve the objectives of the UN 17 SDGs, the *OurWinnipeg* review process should include a cultural analysis throughout its examination of *all* of the Goals, Objectives and Policies. In its current state, there is little context for the arts and public art as integral to the quality of life and as city-building entities.

As an entry point to this discussion, the arts should be identified as integral and most certainly in the mention of:

- **Economic Prosperity**
  Quality Education – Study after study has proven the effectiveness of the arts in building creativity, learning and critical thinking. All necessities for an educated population.
  Decent Work and Economic Growth – The arts and cultural industries are an economic driver for Winnipeg. (*Culture to the Core, The Economic and Social Impact of the Arts in Winnipeg, Winnipeg Arts Council, 2020*). Jobs, funds reinvested in local trades and communities, support the local economy while providing arts experiences to the entire population.
- **Good Health and Well-being**
  The human need for artistic involvement, for creative experience and cultural belonging is expressed through the arts. On page 16 of *OurWinnipeg 2045*, a healthy city is described without reference to the arts. Quality of life includes access to the arts and public art as a factor in place-making.
- **Social Equity**
  When governments invest in the arts, the conditions of social equity are expanded. Arts experiences can be had at no cost and available to all, provide social cohesion and healthy alternatives for youth. Among the determinants from the Reconciliation agreement are those addressing the arts, education and Indigenous access.
- **City Building**
  Industry, Innovation and Infrastructure – In this description, the arts and especially public art should be listed as contributing factors to the design, vibrancy and livability of a city.

The **City of Winnipeg Public Art Policy** (adopted by Council on October 27, 2004) should be included as a Council-Endorsed Guiding Document (*Complete Communities 2.0* page 11). The arts and public art, along with the above concepts should be merged into *OurWinnipeg 2045* repeatedly, to achieve context,

perspective and developmental accuracy. Mention of "Culture and Heritage," and "Inclusive Public Places" is not enough to convey what the arts mean to Winnipeg.

## *Complete Communities 2.0*

If the definition of "Complete Communities" includes 4. Promotion of arts and culture, 7. High quality local spaces, 10. Safe(ty) and Accessibl(ity), 11. Schools, 13. Parks, (Planning for our shared future: Our Winnipeg & Complete Communities, page 5), then the arts and public art must be referenced consistently and often.

In the several lists that purport to describe the definition and characteristics of Complete Communities, mention of the arts (4. Promotion of arts and culture, p.6) appears, but only as a site on a map. This suggests a marketing scheme when the arts and public art should be imbedded throughout the narrative as a constituent of sense of place (place-making). **Built form, urban structure, the public realm, gateways, various City facilities and community focal points** should often be public art sites, but without any indication of the efficacy of public art in the new version that point is missed.

**Capital projects** offer the opportunity to include public art within the capital project budget, and thereby enhance infrastructure and contribute to all the elements listed as vital to Complete Communities.

Characterizing **Downtown as a focal point for Arts, Culture and Entertainment** is significant, but the arts and public art should mean more to the City than downtown amenities. Arts access through public art in neighbourhoods (eg. St. Vital, the Maples, Transcona), through recreation programs across the city and engagement programs that invite all Winnipeggers to participate are surely what Complete Communities should strive for.

Before proceeding with commentary on Public Art specifically, it would be worthwhile concluding on the official definition of Public Art as stated in the City of Winnipeg Public Art Policy. A full list of definitions in that Policy also includes the role of the Winnipeg Arts Council, but pertaining to Public Art:

> **Public Art:**
>
> Public Art: artworks created for, or located in, part of a public space and/or accessible to the public. Public art includes works of a permanent or temporary nature located in the public domain and created in any medium, including:
>
> - Artworks created for specific locations.
> - Exhibits/performances/artwork installations located in a public space.
> - The integration of art and architecture to enhance the design of urban or public spaces.
> - Collaboration of artists with architects, landscape architects, urban designers, planners and engineers to create unique environments or features, which integrates art into the urban fabric of the city. Examples include glass or water features, landscape elements, paving, furniture, and parts of buildings, sound and light works, earthworks, works

that address design concerns of environmental systems such as waterways, garbage disposal, recycling facilities and landfills.

- Artworks produced through the involvement of the community.

As an aside, **Performing Arts** (although a possible element of a Public Art project) should be assured of suitable space outside of the Public Art context. This plan is an opportunity to draw attention to the City's responsibility for performing arts venues and their long-term neglect. However, it is not accurate to conflate the two: capital investment in a municipal facility like Rainbow Stage is an important City responsibility, but it is not, nor is it a replacement for, a healthy public art program.

On page 38, *Complete Communities*, the need to "partner" with relevant organizations is noted. Again, a reminder that the Winnipeg Arts Council is mandated by the City as **the primary partner** in the creation and delivery of Public Art, and in sustaining and advancing all the arts in Winnipeg.

On page 150, *Complete Communities*, 3.4 is not a strong enough or entirely accurate statement. The Winnipeg Arts Council should again be named as the responsible entity for the implementation of the City's Public Art Policy and for engaging partners. The "promotion" of such activity, however, would be welcome.

Also on page 150, the photo should be credited to Nuit Blanche, 2018 (major artworks organized by the Winnipeg Arts Council). The Winnipeg Arts Council is a producing partner of Nuit Blanche.

Additional information about **museums**:

In 2018 the Winnipeg Arts Council received responsibility from the City for providing support to five museums and for developing a museums granting program by 2022. Notable in the revisions of both *OurWinnipeg* and *Complete Communities* is a change in how the City addresses museums.

The reference to City-owned museums as a means of generating cultural tourism has been retained (though it has moved from the primary *OurWinnipeg* document to the *Complete Communities* companion). Beyond their tourism value, the language of "providing opportunities for heritage education, truth-telling and reconciliation" (Policy 5.9) is less committal than the previous language directing the City to act as a responsible steward" (Quality of Life, Creativity, Direction 2) and to "promote City-owned museums as a venue for education and for engaging children and youth." (Quality of Life; Creativity; Direction 5). As important as cultural tourism may be, it is not as important as the support of museums as vehicles of historical record, our tangible and intangible heritage, and thereby the identity of the people of Winnipeg.

There appears to be no consideration of non-City-owned museums such as those mandated to the Winnipeg Arts Council by the City in 2018.

**Conclusion:**

The Winnipeg Arts Council understands that municipal plans must be updated to remain relevant and effective given changing conditions. If, however, *Complete Communities 2.0* really begins with the

United Nations Sustainable Development Goals, then consideration of the plan through a cultural lens is essential. Connective tissue between 2011 and 2020 would be an invaluable asset to understanding.

The Winnipeg Arts Council is obligated to focus on the arts (all disciplines) and Public Art as defined in the City of Winnipeg Public Art Policy as mandated. We have attempted to emphasize the critical importance of these components in the redraft of the municipal plan, to not lose the optimistic flavour of the 2011 version. Without some adjustments to the new version, the arts and their economic and social impact in Winnipeg is diminished.

YOUTH AGENCIES ALLIANCE
Youth serving agencies working together to strengthen our communities

**Youth Agencies Alliance's recommendations for OurWinnipeg 2045 report.**

Connected to each other like never before, young people want to and already contribute to the resilience of their communities, proposing innovative solutions, driving social progress and inspiring political change, in urban as well as rural contexts. Young people constitute a tremendous and essential asset worth investing in, opening the door to an unparalleled multiplier effect.

At the same time, young people are also facing incredible challenges and even life-threatening risks, disproportionately carried by girls and young women in many parts of the world. These arise when they can't access their rights, including quality education, healthcare or decent work. Young people also suffer interpersonal violence, are affected by the slow onsets of climate change or frontline impacts of disasters. They experience intersecting forms of marginalization, and struggle with the brunt of a global erosion of human rights and impeded access to justice.

YAA understand that we cannot achieve peace, security, justice, climate resilience and sustainable development for all if we don't create the conditions that empower, develop and engage young people. Partnering with young people and ensuring that they are not only heard but understood, not only engaged but empowered, and not only supporting but leading will only enriches our efforts to build a just and inclusive Winnipeg. YAA recognizes that we need to support youth leadership across the public and private sectors, non-profit organization, and civil society movements. We also need to build in the stakeholders - internal (staff) and external (communities) - awareness and capacity on youth-related issues. To do so, the vision for a better Winnipeg must include the following:

→ **Youth engagement platforms**: Strengthen mechanisms, such as e.g. youth advisory boards, within each relevant municipal (provincial and federal) entity, to provide a channel for input and feedback from young people on the municipal (provincial and federal) government work. This should be done in ways that reflect the diversity of young people and their organisations.

→ **Dialogue opportunities:** Establish regular online and offline engagements between young people and the Mayor and Councillors (Premier and MLAs and Prime Minister and MPs), the private sector.

→ **Capacity building:** Build the capacity of staff to understand and address youth needs including by exploring the integration of training and capacity building components into existing training and capacity building programmes across the municipal government.

→ **Youth-led innovation:** Provide targeted and enabling support to youth-led organizations and initiatives to pilot new models and interventions. Disseminate results widely.

→ **Polling:** Undertake polling initiatives among young people at global, regional, national and local levels to gather their perspectives and inform the Mayor and Councillors' (Premier and MLAs and Prime Minister and MPs) work and dedicated processes.

- → **Common resource mobilization strategy:** Formulate a common, innovative and coordinated resource mobilization strategy with a specific focus on mainstreaming youth across existing funding mechanisms and identifying funding solutions for under-financed areas, such as support for youth-led initiatives, movements, networks and organisations, youth participation mechanisms and youth policy work.
- → **Solution-based partnerships**: Develop pilot initiatives exploring different models of shared responsibility and actions between the municipal (provincial and federal government) and young people. This could include co-conducting evaluations with young people.
- → **Youth participation funding**: Identify ways to ensure dedicated funding for youth participation in all relevant government entities and at all levels.
- → **Joint Programmes:** Mobilize greater resources to strengthen and expand joint programmes on youth – private and public sectors and non-profit and charitable organizations.

YAA commits to work with the city to intensify its evidence-based advocacy, policy engagement, partnership and programme efforts to strengthen local (national and international) commitments to prioritize, invest in, engage and empower young people. We need to create tangible practices and actions that will systemically change our social relations and institutions. Be ready to back up the talk with tangible hiring practices, meaningful collaborations, listening and learning in order to change policing practices, prioritizing funding to address social determinants of health and community-led organizations that respond to the needs of the systemically disadvantages groups.

We want to help with the implementation of a Youth Strategy Plan that will prioritize:

- → Advocacy, engagement and participation to amplify youth voices for the promotion of a peaceful, just and sustainable city, province, country and world.
- → The universal access to quality and inclusive education and health services. A formal and non-formal education that adopts lifelong learning approach to meet their social, economic and environmental needs, promoting sustainable lifestyles and development.
- → In addition, the best approach to understand and achieve poverty reduction, crime prevention and harm education is to engage with community partners that already utilize social determinants of health to fully provide resources and recreation to those who are systemically disadvantaged.
- → Decent work and productive employment that prioritize the improvement of both the quantity and quality of jobs for young people through, e.g. public and private investments, economic and labour market policies, skills development, transition to the formal economy, social protection, youth rights at work, and active youth engagement.
- → The acceleration of the transition towards green and climate friendly economies, improving energy efficiency and limiting greenhouse gas emissions, to create more and better employment opportunities for young people.

- → The protection and promotion of the rights of young people and support their civic and political engagement. We need to prioritize advocacy, policy development and programming to safeguard the human rights of young people and their access to justice.
- → Also, adopt an approach that focus on the various and intersecting forms of discrimination and abuse that young people experience. In doing so, we will prevent and address widespread and grave human rights violations.
- → The creation and promotion of opportunities for young people to use their skills and networks to develop and foster counter-narratives to messages of violence, extremism and radicalization. In addition, we need to foster and protect an environment conducive to young people's actions and contributions to peace and security, prevention of violence, disaster risk reduction, humanitarian and climate action.

# Appendix F - Rationale for Edits Table

# OurWinnipeg 2045 Rationale for Edits to Public Engagement Draft for First Reading Report

| Public Engagement Page Number(s) | 1st Reading Report Page Number(s) | Document Section | OurWinnipeg 2045 Public Engagement Draft (July 13, 2020) | OurWinnipeg 2045 Draft - First Reading Report | Rationale for Change |
|---|---|---|---|---|---|
| 4 | 4 | Land and Water Acknowledgement 2nd paragraph | The City of Winnipeg recognizes the importance of First Nations, Métis and Inuit Peoples connected to the founding of our city, and the vibrant, diverse people who make up Indigenous communities today. The City of Winnipeg acknowledges the harms and mistakes of the past, and we dedicate ourselves to moving forward in partnership with Indigenous communities in a spirit of truth, reconciliation and collaboration. | The City of Winnipeg recognizes the importance of First Nations, Inuit and Métis Peoples (also referenced in this Plan as Indigenous Peoples and governments) connected to Winnipeg's history, and the vibrant, diverse people who make up Indigenous communities today. The City of Winnipeg acknowledges the harms and mistakes of the past, and is dedicated to upholding Indigenous rights, and to moving forward in partnership with Indigenous communities in a spirit of truth, reconciliation and collaboration. | **Clarify Intent/Community Feedback-** edits more accurately reflect Winnipeg's history. Emphasized the importance of Indigenous rights and of distinguishing unique First Nations, Inuit and Métis Peoples. Added "(also referenced in this Plan as Indigenous Peoples and governments)" and "upholding Indigenous rights, and to". The Plan still uses 'Indigenous' as a term but identifies distinct Indigenous Peoples where applicable. Inuit translates to 'the people' so changed the sequence to avoid repetition, which is consistent with the sequence in the Constitutional definition of "Indigenous" as used in the Glossary. |
| 5 | 5 | Authority for the Plan (1st Paragraph) | Text not included | The City's development plan must also conform with the Provincial Planning Regulation. | **Clarify Intent/Internal Feedback-** reference to the Provincial Planning Regulation more accurately reflects Charter obligation. |
| 5 | 5 | Authority for the Plan (3rd Paragraph) | OurWinnipeg 2045 will serve to align all other strategic City documents such as shorter term Corporate Strategic Plans, budgets and implementation tools on specific issues or areas. The City's development plan must also align with the forthcoming capital region plan under development by the Winnipeg Metropolitan Region. | OurWinnipeg 2045 will serve to align all other statutory and strategic City documents such as shorter term Corporate Strategic Plans, Council policy, budgets and implementation tools on specific issues or areas. During the review, content from existing plans was amalgamated and elevated into OurWinnipeg, for example, from the three 2011 OurWinnipeg Direction Strategies and *Winnipeg's Climate Action Plan* . Collaboration for policy alignment occurred with plans under development, for example, the Transportation Master Plan and Poverty Reduction Strategy. | **Clarify Intent/Community Feedback-** questions arose about the regulatory status of City plans and strategies and the authority they hold in decision-making and accountability, interconnection of City plans, where appropriate levels of detail should exist and how they were integrated into OurWinnipeg 2045. Therefore "statutory", references to the 3 OurWinnipeg Direction Strategies (2011) and strategic plans under development were included.<br><br>**Clarify Intent/Internal Feedback-** deleted reference to capital region plan under development by the Winnipeg Metropolitan Region as they are under the authority of Provincial Planning Regulation. |
| 7 | 7 | Urban Structure Map | Text not included | Figure 2: Urban Structure Map from Complete Communities. Winnipeg lies within Treaty No. 1 territory and the traditional homeland of the Métis nation. | **Community Feedback-** incorporated the Seine River and La Salle River into the Urban Structure Map.<br>**Internal Feedback-** added a reference to the "Land Acknowledgement" in the caption to emphasize relationship with the land. |
| 8 | 8 | How to Use OurWinnipeg | Text not included | Note: Policies should be used in combination not in isolation as they function as interconnected layers. For example, OurWinnipeg guides the City to plan for financial impacts through the life-cycle of a municipal activity (1.6), while removing systemic barriers to participation (1.7), while partnering with diverse community members to identify community needs (1.11), while reducing greenhouse gas emissions (2.1). This way we seek to maximize the intersectionality and co-benefits of actions. | **Community Feedback-** questions arose about how to interconnect policy. We added by way of example the intentional interconnection of policy throughout the document. |
| 8 | 8 | How to Use OurWinnipeg | Goals: provide brief, clear, statement of outcomes to be achieved.<br>Objectives: provide key building blocks to achieve the goals, that can be measured over time.<br>Policies: provide high-level direction that is structured in a consistent "what, for whom and why" format, to provide clarity about policy intent. | Goals: provide a brief, clear statement of outcomes to be achieved.<br>Objectives: provide key building blocks to achieve the goal, that can be measured over time.<br>Policies: provide high-level direction statements that are structured in a consistent "what, for whom and why" format, to provide clarity about policy intent as a basis for action. | **Clarify Intent/Internal Feedback**- added "a" to Goals text. Added "statements" and "as a basis for action" to Policies text to enhance understanding. Deleted redundant commas and changed "is" to "are". |
| 10 & 11 | 10 & 11 | Policy Index | Policy Intent - policy 1.13 "Indigenous Economic Development"<br>Policy Intent - policy 6.28 "Airport Lands" | Policy Intent - policy 1.13: "Urban Reserves"<br>Policy Intent - policy 6.28: "Airport Area" | **Consistency within OurWinnipeg 2045-** updated based on policy feedback to clarify language. Edits have also been made to four goal colour-coding inaccuracies. |
| 12 | 12 | The OurWinnipeg 2045 Vision (2nd Paragraph) | Today's Winnipeg is a vibrant, growing, city. Between 2009 and 2019, the City of Winnipeg's population grew by 100,419 people, or 15 per cent. As Winnipeg's population continues to climb toward a million strong – the city's population is estimated to reach over 819,000 by 2024 – we are at a pivotal moment in our history. | Today's Winnipeg is a vibrant, growing, city. Between 2009 and 2019, the City of Winnipeg's population grew by 100,419 people, or 15 per cent. As Winnipeg's population continues to climb toward a million strong – we are at a pivotal moment in our history. Winnipeg has the largest Indigenous population of major Canadian cities and is growing significantly faster than the non-Indigenous population. Demographic data identifies that in 2016, 54 per cent of Winnipeg's Indigenous population identified as Métis, 44 per cent identified as First Nations and 2 per cent identified as Inuk (Inuit) or other/multiple. This context creates significant opportunities for truth and reconciliation, and Indigenous participation and influence in Winnipeg. | **Clarify Intent/Internal Feedback-** deleted "- the city's population is estimated to reach over 819,000 by 2024" as it is not consistent with the timeframe of this Plan. Added Indigenous Peoples population growth details from the Community Trends and Performance Report: Volume 1 for 2021 Budget, to emphasize the importance of Indigenous Peoples in the future of Winnipeg. |
| 12 | 12 | THINK GLOBALLY, ACT LOCALLY: WHERE OURWINNIPEG 2045'S GOALS COME FROM (3rd Paragraph) | OurWinnipeg 2045 localizes the United Nations (UN) 17 Sustainable Development Goals into six key goals for the City of Winnipeg (as illustrated in Figure 5)– six goals designed to link the City's efforts with those of our federal and provincial partners, and with those of community organizations, businesses, and individuals at all levels. | OurWinnipeg 2045 localizes the United Nations (UN) 17 Sustainable Development Goals into six key goals for the City of Winnipeg (as illustrated in Figure 5)– six goals designed to link the City's efforts with those of our federal and provincial partners, and with those of community organizations, businesses, and individuals at all levels. The intentions and directions from all 17 goals have been integrated into OurWinnipeg 2045 policy and will continue to influence the development of a Strategic Priorities Action Plan as global evidence for local action. | **Clarify Intent/Community Feedback-** questions arose about the intent of the 17 United Nations Sustainable Development goals beyond being the basis for the 6 localized goals in this Plan. Therefore clarity was provided so as not to lose the valued nuance or evidence for action and measurement through the Strategic Priorities Action Plan process. |

| Public Engagement Page Number(s) | 1st Reading Report Page Number(s) | Document Section | OurWinnipeg 2045 Public Engagement Draft (July 13, 2020) | OurWinnipeg 2045 Draft - First Reading Report | Rationale for Change |
|---|---|---|---|---|---|
| 13 | 13 | OurWinnipeg 2045: REALIZING THE VISION (1st Paragraph) | This is a momentous time, for the City of Winnipeg. Recent years have brought renewed population growth, economic development, and opportunity to the City. These changes have brought great entrepreneurial, scientific, and cultural achievement, and the beginnings of what will be a transformative Journey of Reconciliation with Indigenous peoples. They have also brought distinct signals about the need for resilience, globally and locally, that can't be ignored. | This is a momentous time for the city. Recent years have brought renewed population growth, economic development, and opportunity to the city. These changes have brought great entrepreneurial, scientific, and cultural achievement, and the beginnings of what will be a transformative Journey of Reconciliation with Indigenous Peoples. The current state of society has also brought urgent calls for reflection, equity and change from the status quo, globally and locally, that can't be ignored. | **Clarify Intent/Internal Feedback-** strength of wording reflects that society has urgent work to do to make a more equitable world and city. Transitioning away from the status quo can benefit community quality of life towards resilience. Current state of society alludes to context includes climate change, Indigenous rights, Black Lives Matter, and a global pandemic. |
| 14 | 14 | LEADERSHIP AND GOOD GOVERNANCE narrative (6th bullet) | • Leveraging government and community partnerships toward plan implementation | • Working with government bodies including Indigenous, Federal, and Provincial governments and community partnerships toward plan implementation | **Clarify Intent/Community Feedback-** added "including Indigenous, Federal and Provincial governments" edit to more accurately and specifically reference governments the City intends to work with toward policy implementation. Other municipal governments are not listed as they are under Provincial authority. Consistent wording has been integrated throughout the Plan. |
| 14 | 14 | ENVIRONMENTAL RESILIENCE narrative (11th & 12th bullets) | • Text not included<br>• Supporting the experiential aspects of our natural environment that reflect our natural heritage, improve mental and physical health, and garner long-term appreciation of identity and place | • Acknowledging the unique relationship with the land and constitutionally protected rights of Indigenous Peoples<br>• Supporting the experiential aspects of the land and natural environment that reflect Indigenous and natural heritage, improve mental and physical health, and garner long-term appreciation of identity and place | **Clarify Intent/Community Feedback-** opportunity to integrate Indigenous perspectives into the Plan and "acknowledge the unique relationship with the land and constitutionally protected rights of Indigenous Peoples". |
| 15 | 15 | ECONOMIC PROSPERITY narrative (2nd Paragraph) | Cities that offer a sustainable quality of life are well-positioned to build workforce capacity, generate economic opportunity, and increase living standards and prosperity. | Cities that offer a sustainable quality of life are well-positioned to develop life-long learners, build workforce capacity, generate economic opportunity, and increase living standards and prosperity. | **Clarify Intent/Community Feedback-** added "develop life long learners" based on feedback to acknowledge its contribution to the Economic Prosperity goal. |
| 16 | 16 | ECONOMIC PROSPERITY narrative (5th Paragraph) | It is prudent to direct attention to long-term sustainability goals and focus on key industry sectors that provide a positive return on investment to the community. | It is prudent to direct attention to long-term sustainability goals and focus on key industry sectors, such as Indigenous economic development, and arts and culture, that are economic drivers and provide a positive return on investment to the community. | **Clarify Intent/Community Feedback-** edits reflect a stronger emphasis on the beneficial contribution of arts and culture to the city in the draft Plan. Opportunity to highlight Indigenous Peoples contributions to the economy. Addition of "such as Indigenous economic development, and arts and culture" as relevant examples for emphasis of economic sectors that are both local economic drivers AND provide a positive return on investment. |
| 16 | 16 | GOOD HEALTH AND WELL-BEING narrative (4th Paragraph) | A healthy city also represents a mix of cultures, ideas, and values. Our urban environment is inseparably tied to our identity, cultural perspective, and sense of place. This facet of our identity provides us with variety in neighbourhood design and architecture, expresses various social values, and provides an invaluable legacy of resources that are distinctly our own. Health equity is a key component of achieving good health and well-being for a city. | A healthy city also represents a mix of cultures, ideas, and values. Our urban environment is inseparably tied to our identity, cultural perspective, creativity, and sense of place. Valuing arts and culture builds capacity for reflection, critical thinking, expression and dialogue about our communities' history, current and future state. This facet of our identity provides us with variety in neighbourhood design and architecture, expresses various social values, and provides an invaluable legacy of resources that are distinctly our own. Health equity is a key component of achieving good health and well-being for a city. | **Clarify Intent/Community Feedback-** edits reflect a stronger emphasis on the beneficial contribution of arts and culture to the city in the draft Plan. Added "Valuing arts and culture builds capacity for reflection, critical thinking, expression and dialogue about our communities' history, current and future state." |
| 16 | 16 | SOCIAL EQUITY narrative (4th bullet) | • A foundation of truth and reconciliation with and stemming from Indigenous peoples that strengthens governance processes, services, and programs through an understanding and implementation of human rights and responsibilities | • A foundation of truth and reconciliation that respects Indigenous rights, and strengthens governance processes, services, and programs through an understanding and implementation of municipal responsibilities with respect to those rights | **Clarify Intent/Internal Feedback-** edits reflect feedback serving to strengthen and present Indigenous perspectives on rights and what is required for meaningful reconciliation. |
| 17 | 17 | CITY BUILDING narrative (4th Paragraph) | The City's role in shaping settlement and development patterns, in turn influences the extent to which the community achieves broader sustainability outcomes through the evolution of the built and natural environments. | The City's role in shaping settlement and development patterns, in turn influences the extent to which the community achieves broader sustainability outcomes through the evolution of the built and natural environments. This is all the more significant given the city's location within Treaty 1 territory and on the homeland of the Métis Nation, and given that Winnipeg is also home to a growing number of Indigenous Peoples. It is important to consider how this context informs the City's approach to the planning, design, and development of the urban environment, and to recognize how spatial planning and land development have historically been undertaken in ways that have been detrimental to Indigenous Peoples, the effects of which are still being felt today. | **Consistency between OurWinnipeg 2045 and Complete Communities Direction Strategy 2.0-** edits reinforce the significance of historical development patterns from Winnipeg's inception and its impact on Indigenous Peoples. |
| 17 | 17 | CITY BUILDING narrative (7th bullet) | • Protection, preservation, and promotion of cultural, built and natural heritage resources | • Protection, preservation, and promotion of the inherent value of the arts, cultural, built and natural heritage resources | **Clarify Intent/Community Feedback-** added "inherent value of the arts" based on requests for a stronger emphasis on the beneficial contribution of arts. |
| 18 | 18 | LEADERSHIP AND GOOD GOVERNANCE Objective 1 description | Evidence-informed goals and policy lead transparent and accountable decision-making related to determining the long-term public interest and the appropriate trade-offs in levels of service, taxation, and budget priorities. | Evidence-informed actions require transparent and accountable decision-making to determine the long-term public interest and the appropriate trade-offs in levels of service, taxation, and budget priorities. | **Copy Edit-** to appropriately make "actions" the subject of the objective description rather than supportive goals and policy |
| 18 | 18 | LEADERSHIP AND GOOD GOVERNANCE Objective 2 description | Build trusting and responsive relationships between the City and residents, businesses, community-based organizations, and with other bodies of government – empowering all Winnipeggers to participate in respectful dialogue, and decision-making processes, leading to joint action on community issues. | Build trusting and responsive relationships between the City and residents, businesses, community-based organizations, and with government bodies, including Indigenous, Federal, and Provincial governments – empowering all Winnipeggers to participate in respectful dialogue, and decision-making processes, leading to joint action on community issues. | **Consistency within OurWinnipeg 2045-** added "government bodies, including Indigenous, Federal, and Provincial governments". Feedback more accurately and specifically reference governments the City intends to work with toward policy implementation. Other municipal governments not listed as they are under Provincial authority. This same wording has been integrated into the rest of the Plan where appropriate. |
| 18 | 18 | POLICIES | 1.2 Policy Implementation<br>Develop a Strategic Priorities Action Plan that identifies priority actions to support achievement of this Plan. ER, EP, HW, SE, CB | 1.2 Policy Implementation<br>Develop a Strategic Priorities Action Plan that identifies priority actions to support implementation of this Plan. ER, EP, HW, SE, CB | **Clarify Intent/Internal Feedback-** added "implementation" to more accurately reflect the end goal of policy creation than "achievement". |

| Public Engagement Page Number(s) | 1st Reading Report Page Number(s) | Document Section | OurWinnipeg 2045 Public Engagement Draft (July 13, 2020) | OurWinnipeg 2045 Draft - First Reading Report | Rationale for Change |
|---|---|---|---|---|---|
| 18 | 18 | POLICIES | 1.3 Integrated Service Planning and Outcomes<br>Advance operational implementation plans that align with this Plan's sustainability goals through responsive, innovative and integrated government leadership. ER, EP, HW, SE, CB | 1.3 Integrated Service Planning and Outcomes<br>Advance operational plans that align with this Plan's sustainability goals through responsive, innovative and integrated government leadership. ER, EP, HW, SE, CB | **Clarify Intent/Internal Feedback-** added "operational" to more accurately reflect plans developed by organizational service providers and "implementation" is redundant. |
| 18 | 18 | POLICIES | 1.5 Evidence-Informed Decisions<br>Invest in data and technology in order to support objective, evidence-informed decision-making; support open government and open data principles for collection and sharing; help coordinate records and information management; and improve process efficiency and results-based service delivery. Residents are entitled to know, understand and consent to the data collected about them. ER, EP, HW, SE, CB | 1.5 Evidence-Informed Decisions<br>Invest in data and technology in order to support objective, evidence-informed decision-making; support open government and open data principles for collection and sharing; help coordinate records and information management; and improve process efficiency, results-based service delivery, and accountability. ER, EP, HW, SE, CB | **Clarify Intent/Internal Feedback-** deleted "Residents are entitled to know, understand and consent to data collected about them." Intent of deletion is still relevant but too detailed. The intent is covered at a high level when the City unpacks commitment to open government and open data principles including transparency and accountability as they relate to data collection and sharing. To reinforce this, "and accountability" was added. |
| 19 | 19 | POLICIES | 1.7 Equitable Service Access<br>Identify and provide access to, a base level of municipal services to everyone, directly or facilitated through partnerships. Remove systemic barriers to participation, based on race, national or ethnic origin, colour, religion, age, sex, sexual orientation, gender identity or expression, marital status, family status, physical or mental ability, a conviction for which a pardon has been granted or a record suspended, official language used, citizenship status, socio-economic status, geographic location or climate change vulnerability. ER, EP, HW, SE, CB | 1.7 Equitable Service Access<br>Identify and provide access to, a base level of municipal services to everyone, directly or facilitated through partnerships. Remove systemic barriers to participation, based on race, national or ethnic origin, colour, religion, age, sex, sexual orientation, gender identity or expression, marital status, family status, physical or mental ability, official language used, citizenship status, socio-economic status, geographic location or climate change vulnerability. ER, EP, HW, SE, CB | **Clarify Intent/Community Feedback-** deleted "a conviction for which a pardon has been granted or a record suspended,". Concern was raised that due to the proportion of systemically disadvantaged groups in the criminal justice system, that this statement would discriminate against them instead of remove systemic barriers as the policy intent states. The original source of the statement was from the Canadian Human Rights Commission. Therefore it is deleted as having a criminal record doesn't preclude residents from receiving City services and It is illegal to consider a conviction where a pardon has been granted. |
| 19 | 19 | POLICIES | 1.10 Representative and Participatory Democracy<br>Accommodate civic engagement and co-creation opportunities that achieve local democratic participation from a representative and demographically diverse population. ER, EP, HW, SE, CB | 1.10 Representative and Participatory Democracy<br>Facilitate civic engagement and work towards co-creation opportunities that achieve local democratic participation from a representative and demographically diverse population. ER, EP, HW, SE, CB | **Internal Feedback/Clarify Intent-** strengthen wording with more active commitment to "Facilitate" instead of "Accommodate". Added "work towards" acknowledges that co-creation is the goal to move towards but that the City has more work to do enhance processes that enable it. |
| 19 | 19 | POLICIES | 1.11 Representative and Participatory Democracy<br>Create meaningful engagement opportunities with impacted residents and stakeholders, ensuring notification and information-sharing on decision-making processes and when public feedback will influence the outcome. ER, EP, HW, SE, CB | 1.11 Representative and Participatory Democracy<br>Create meaningful engagement opportunities with residents, stakeholders and rightsholders, who are interested in or impacted by a decision. Develop standards for engagement including notification, information-sharing, and a process for incorporating feedback into on decision-making. ER, EP, HW, SE, CB | **Community Feedback/Clarify Intent-** edits reflect that Indigenous governments are rightsholders not stakeholders and that in defining the scope of meaningful democratic processes, more is needed than notification and information-sharing. Added "...and rightsholders, who are interested in or impacted by a decision. Develop standards for engagement including...and a process for incorporating feedback into". |
| 19 | 19 | POLICIES | 1.12 Integrated Regional Planning<br>Partner with Indigenous governments, community leaders and the Winnipeg Metropolitan Region as stakeholders in coordinating and investing in climate change mitigation and adaptation, regional economic competitiveness, and cost-sharing resiliency and adaptability. Areas of partnership should include policy areas such as land resource and watershed management, natural area and urban forest canopy conservation, housing choice, communications technology infrastructure, connectivity, and sustainable infrastructure development and maintenance. ER, EP, HW, SE, CB | 1.12 Integrated Regional Planning<br>Partner with Indigenous governments, community leaders and the Winnipeg Metropolitan Region as stakeholders in coordinating and investing in climate change mitigation and adaptation, regional economic competitiveness, and cost-sharing resiliency and adaptability. Areas of partnership should include land resource and watershed management, natural area and urban forest canopy conservation, housing choice, communications technology infrastructure, connectivity, and sustainable infrastructure development and maintenance. ER, EP, HW, SE, CB | **Copy Edit-** deleted "policy areas such as" as it was redundant. |
| 19 | 19 | POLICIES | 1.13 Indigenous Economic Development<br>Facilitate the process of reclamation of Indigenous land for urban reserve development by building respectful relationships with Indigenous governments and leadership to establish or maintain processes and protocols for service provision, bylaw harmonization, and land-use planning. ER, EP, HW, SE, CB | 1.13 Urban Reserves<br>Facilitate the process of urban reserve development by building respectful relationships with First Nations governments and leadership to establish or maintain processes and protocols including service provision, bylaw harmonization, and planning. ER, EP, HW, SE, CB | **Community Feedback/Clarify Intent-** inaccurate use of "Indigenous" as urban reserves only apply to First Nations. Edits reflect this in the Intent Tag change from "Indigenous Economic Development" to "Urban Reserves" and deletion of "reclamation of Indigenous land" as this occurs through the Treaty Land Entitlements process with the Federal government. Added "including" rather than "for" to demonstrate this isn't an exhaustive list of processes and protocols. |
| 20 | 20 | POLICIES | 1.14 Youth Leadership<br>Support youth leadership through municipal activities in a variety of areas such as climate change action, community development, recreation, training, work experience, volunteer capacity building, and employment opportunities. ER, EP, HW, SE, CB | 1.14 Youth Leadership<br>Support youth leadership through municipal activities including climate change action, basic needs, community development, recreation, training, work experience, volunteer capacity building, and employment opportunities. ER, EP, HW, SE, CB | **Consistency within OurWinnipeg 2045-** added "including" rather than "a variety of areas such as".<br>**Community Feedback-** edit reflects that basic needs such as access to food, housing, health services, and digital communications were important to youth. Added "basic needs" to capture this at a high level. |
| 20 | 20 | POLICIES | 1.15 Community Capacity Development<br>Partner with community organizations to enable community development, leadership and empowerment opportunities, by leveraging municipal programming and service resources including recreation, libraries and the arts, in particular for systemically disadvantaged groups and for those living in areas of highest need. ER, EP, HW, SE, CB | 1.15 Community Capacity Development<br>Partner with community organizations and Indigenous governments to enable community development, leadership and empowerment opportunities, by leveraging municipal programming and service resources including recreation, libraries and the arts, in particular for systemically disadvantaged groups and for those living in areas of highest need. ER, EP, HW, SE, CB | **Clarify Intent/Internal Feedback-** added "and Indigenous governments" to emphasize interest in partnering on community development activities. |
| 20 | 20 | POLICIES | 1.17 Neighbourhood Needs Assessment<br>Invest in neighbourhood revitalization and supportive land uses, without contributing to gentrification or the displacement of systemically disadvantaged people, by layering interdepartmental and community data to better understand socio-economic needs, gaps and resource pooling required for collaborative action. ER, EP, HW, SE, CB | 1.17 Neighbourhood Needs Assessment<br>Invest in neighbourhood revitalization and supportive land uses, without contributing to gentrification or the displacement of systemically disadvantaged people, by layering interdepartmental and community-generated data with lived experience, to better understand socio-economic needs, gaps and resource pooling required for collaborative action. ER, EP, HW, SE, CB | **Clarify Intent/Community Feedback-** edits reflect that direct collaboration with systemically disadvantaged people, not just advocacy groups, is necessary and valuable. Expanded on combining data sources that include community "generated" data and "with lived experience". |

| Public Engagement Page Number(s) | 1st Reading Report Page Number(s) | Document Section | OurWinnipeg 2045 Public Engagement Draft (July 13, 2020) | OurWinnipeg 2045 Draft - First Reading Report | Rationale for Change |
|---|---|---|---|---|---|
| 20 | 20 | POLICIES | 1.18 Responsive, Representative and Resilient Workforce<br>Provide responsive municipal service delivery, through an accountable, informed, qualified, competent, creative, healthy and productive workforce that is representative of the community it serves. ER, EP, HW, SE, CB | 1.18 Responsive, Representative and Resilient Workforce<br>Provide responsive municipal service delivery, through an accountable, informed, qualified, competent, creative, healthy and productive workforce that is representative of the community it serves including the use of equitable, anti-oppression recruitment, training, and retention processes. ER, EP, HW, SE, CB | **Clarify Intent/Internal Feedback-** edits reflect requested enhancement of City commitment to equity at all stages of the employment process to ensure diverse representation. Added "including the use of equitable, anti-oppression recruitment, training, and retention processes." |
| 20 | 20 | POLICIES | 1.20 Succession Planning<br>Provide ongoing employment, professional and leadership development opportunities within the City, including for systemically disadvantaged groups. ER, EP, HW, SE, CB | 1.20 Succession Planning<br>Provide ongoing employment, professional and leadership development opportunities, including for systemically disadvantaged groups, to ensure City service continuity. ER, EP, HW, SE, CB | **Clarify Intent/Internal Feedback-** deleted "within the City" as it is redundant when adding "to ensure City service continuity". |
| 20 | 20 | POLICIES | 1.21 Strategic Procurement<br>Utilize coordinated interjurisdictional government procurement strategies that support and enable the scaling up of community economic development opportunities to deliver on this Plan's goals. ER, EP, HW, SE, CB | 1.21 Strategic Procurement<br>Utilize coordinated procurement strategies across government bodies including Indigenous, Federal, and Provincial governments, that support and enable the scaling up of community economic development opportunities to deliver on this Plan's goals. ER, EP, HW, SE, CB | **Consistency within OurWinnipeg 2045-** deleted "interjurisdictional government" and added "across government bodies including Indigenous, Federal, and Provincial governments,". Edit more accurately and specifically references governments the City intends to work with toward policy implementation. Other municipal governments not listed as they are under Provincial authority. This same wording has been integrated throughout the Plan. |
| 21 | 21 | ENVIRONMENTAL RESILIENCE Objective 5 | Protect and value ecosystems as essential components to quality of life. | Protect and value ecosystems as essential components to life. | **Clarify Intent/Community and Internal Feedback-** edit reflects that Environmental Resilience requires protection and valuing of ecosystems that include but go beyond human quality of life. Deleted "quality of". |
| 21 | 21 | ENVIRONMENTAL RESILIENCE Objective 5 Description | Ensure that natural ecosystems continue to provide clean air, clean water, biodiversity, local food systems, natural habitats, ecological restoration, carbon sequestration, cooling of urban heat island effect, and opportunities for improved mental and physical health. | Protect and respect the land through the City's responsibility to ensure that life-sustaining ecosystems continue to provide clean air, clean water, biodiversity, local food systems, natural habitats, ecological restoration, carbon sequestration, cooling of urban heat island effect, and opportunities for Indigenous land-based practices, and improved mental and physical health. | **Clarify Intent/Community and Internal Feedback-** edits reflect stronger language by adding "Protect and respect the land through the City's responsibility to" and replacing "natural" with "life-sustaining". Added "Indigenous land-based practices" which refer to Treaty and Aboriginal rights including fishing, hunting, medicine-picking, and ceremonial fires. |
| 22 | 22 | POLICIES | 2.1 Climate Action Targets<br>Achieve an overall greenhouse gas emissions reduction target of 20 percent by 2030 and 80 percent by 2050, relative to 2011, through partnerships with the community, businesses, governments and Indigenous leadership. LG, EP, HW, SE, CB | 2.1 Climate Action Target<br>Achieve an overall minimum greenhouse gas emissions reduction target of 20 percent by 2030 and 80 percent by 2050, relative to 2011, by working towards partnerships with the community, businesses, and government bodies including Indigenous, Federal and Provincial governments. LG, EP, HW, SE, CB | **Clarify Intent/Community Feedback-** added "minimum" to reinforce that green house gas emissions reductions targets found in Winnipeg's Climate Action Plan can be exceeded to address the urgency of climate change. Added "by working towards" highlights that more partnerships are needed and that is "including Indigenous, Federal, and Provincial governments" which has been added for language consistency throughout OurWinnipeg. |
| 22 | 22 | POLICIES | 2.2 Climate Action Investment<br>Prioritize the economic benefits of sustainability and climate action in municipal decision-making processes, including the budget, investment planning and procurement processes. LG, EP | 2.2 Climate Action Investment<br>Prioritize the long-term economic benefits of sustainability and climate action in municipal decision-making processes, including the budget, investment planning and procurement processes. LG, EP | **Clarify Intent/Community Feedback-** edits reinforce that when assessing investment and progress on climate action it is in the long-term interests of the City and full cost accounting of the benefits of investing are calculated and understood. |
| 22 | 22 | POLICIES | 2.5 Climate Resilient Growth<br>Actively explore innovative approaches to city building, sustainable transportation and related infrastructure capacity enhancements that mitigate the impact of climate risk on infrastructure; leverage targeted densities as detailed in Complete Communities; and minimize conflict between different street functions and users. CB, HW, SE | 2.5 Climate Resilient Growth<br>Actively explore innovative approaches to city building, an integrated and sustainable transportation system, and related infrastructure capacity enhancements that mitigate the impact of climate risk on infrastructure; leverage targeted densities as detailed in Complete Communities; and minimize conflict between different street functions and users. CB, HW, SE | **Consistency within OurWinnipeg 2045-** edits reflect updated and consistent terminology to reference the desired transportation system as "integrated and sustainable" as applicable throughout the Plan. This terminology will be the basis for transportation policy detail forthcoming in the updated Transportation Master Plan. |
| 22 | 22 | POLICIES | 2.6 Integrated Regional Planning<br>Enable a collaborative and integrated solution to transportation system connectivity and efficiency on a regional scale, in a manner that addresses infrastructure costs, promotes public health benefits, and reduces greenhouse gas emissions. LG, CB, HW, SE | 2.6 Integrated Regional Planning<br>Enable a collaborative and integrated solution to sustainable transportation system connectivity and efficiency on a regional scale, in a manner that addresses infrastructure costs, promotes public health benefits, and reduces greenhouse gas emissions. LG, CB, HW, SE | **Consistency within OurWinnipeg 2045-** added "sustainable". |
| 22 | 22 | POLICIES | 2.9 Reduce Road Congestion<br>Increase the efficiency, convenience and usage of the public transit system, to improve air quality, provide a viable alternative to the automobile, and reduce current and future road congestion. EP, CB | 2.9 Reduce Road Congestion<br>Increase the efficiency, convenience and usage of the active and public transportation system, to improve air quality, provide a viable alternative to the automobile, and reduce current and future road congestion. EP, CB | **Consistency within OurWinnipeg 2045-** edits reflect updated terminology for the desired transportation system as "active and public" as applicable throughout the Plan. This terminology will provide high-level policy context for transportation policy detail forthcoming in the updated Transportation Master Plan. Added "active and". Added "transportation". Deleted "transit". |
| 23 | 23 | POLICIES | 2.14 Heritage Conservation<br>Identify, designate and conserve heritage resources and districts that illustrate the broad range of heritage values, as defined in Complete Communities, while supporting efforts for carbon-neutral and energy-efficient buildings that reduce embodied carbon. HW, CB | 2.14 Heritage Conservation<br>Identify, designate and conserve heritage resources and districts, including lands and artifacts significant to Indigenous Peoples, that illustrate the broad range of heritage values, as defined in Complete Communities, while supporting efforts toward carbon-neutrality, energy-efficiency, and embodied carbon reduction. HW, CB | **Clarify Intent/Community Feedback-** added "including lands and artifacts significant to Indigenous Peoples" to broaden the scope of what is referenced as having heritage value. The policy needed to be reworked to clarify the environmental resilience intent applies to everything in the policy, not just heritage buildings, therefore reworded as follows "while supporting efforts toward carbon-neutrality, energy-efficiency, and embodied carbon reduction." |
| 23 | 23 | POLICIES | 2.17 Regional Water Resource Management<br>Engage in comprehensive watershed planning and partnerships that protect people and property by addressing the long-term capacity of water-related systems and resources, including: potable water quality, flood protection, and storm and wastewater management. LG, HW | 2.17 Regional Water Resource Management<br>Engage in comprehensive watershed planning and partnerships that protect Indigenous rights, waterways, biodiversity, water quality, people and property, by addressing the long-term capacity of water-related systems and resources, including: rivers, riverbanks, potable water, flood protection, and storm and wastewater management. LG, HW | **Clarify Intent/Internal Feedback-** edits reflect the enhanced profile of Indigenous rights, rivers, riverbanks, biodiversity around water resources and the quality of all water resources, not just potable water. Added "Indigenous rights, waterways, biodiversity, water quality," and "rivers, riverbanks". Deleted "quality" from "potable water quality". |

| Public Engagement Page Number(s) | 1st Reading Report Page Number(s) | Document Section | OurWinnipeg 2045 Public Engagement Draft (July 13, 2020) | OurWinnipeg 2045 Draft - First Reading Report | Rationale for Change |
|---|---|---|---|---|---|
| 23 | 23 | POLICIES | 2.18 Potable Water Conservation<br>Provide a safe, reliable and sustainable supply of potable water, by ensuring responsible consumption and conservation of resources, while respecting the Indigenous communities impacted by the sourcing of Winnipeg's water supply. HW, SE | 2.18 Potable Water Conservation<br>Provide a safe, reliable and sustainable supply of potable water, by ensuring responsible consumption and conservation of resources, while respecting Indigenous land-based practices, Indigenous rights, and acknowledging that the source of the city's water comes from Shoal Lake on Treaty Three Territory. HW, SE | **Clarify Intent/Internal Feedback-** opportunity to emphasize the value of water protection from Indigenous perspectives including a water acknowledgement. Added "Indigenous land-based practices, Indigenous rights, and acknowledging that the source of the city's water comes from Shoal Lake on Treaty Three Territory." |
| 23 | 23 | POLICIES | 2.20 Leverage Green Infrastructure<br>Conserve, manage and enhance parks and natural areas year-round, to support climate change adaptation and mitigation through the ecological functioning of natural systems. Work to improve access to play, social interaction, active living and connection of people with nature. HW, CB, SE | 2.20 Leverage Green Infrastructure<br>Conserve, manage and enhance the inherent value and ecological functioning of parks, waterways, natural areas and systems year-round, to support the environment, advance climate change adaptation and mitigation, and improve access to recreation, social interaction, active living, and connection of people with nature. HW, CB, SE | **Clarify Intent/Community and Internal Feedback-** edits reflect stronger language with respect to the inherent value of green spaces and interconnected systems, including waterways, that are often adjacent to green parks. Added " the inherent value" reordered the "ecological functioning of" and replaced "play" with "recreation" as a broader umbrella term which includes play, that is consistent with municipal service delivery terminology. |
| 23 | 23 | POLICIES | 2.21 Leverage Green Infrastructure<br>Conserve and enhance the urban forest as a key contributor to good air quality, carbon sequestration, storm water management, efficient energy resource consumption, shade, improved health and well-being, and mitigation of and adaptation to the urban heat island effect. HW, SE | 2.21 Leverage Green Infrastructure<br>Conserve, replace and enhance the urban forest as a key contributor to air quality, erosion control, carbon sequestration, storm water management, efficient energy resource consumption, shade, improved health and well-being, and mitigation of and adaptation to the urban heat island effect. HW, SE | **Clarify Intent/Community Feedback-** added "replace" to reflect stronger intent to preserve urban trees that are lost for example due to pests or storms.<br>**Clarify Intent/Internal Feedback-** deleted "good" in relation to "air quality" as it is inherent. Added "erosion control" as vegetation play a significant role in riverbank stabilization. |
| 23 | 23 | POLICIES | 2.22 Local Food Security<br>Enable sustainable, local, affordable, healthy agricultural food systems that include access to land, scalable production, processing, storage, distribution, preparation, consumption and disposal, to achieve food security and build community cohesion. EP, HW, SE, CB | 2.22 Local Food Security<br>Enable urban agriculture and local food systems that include access to land, Indigenous land-based practices where possible, culturally relevant food practices, scalable production, processing, storage, distribution, preparation, consumption and disposal, to achieve food security. EP, HW, SE, CB | **Consistency within OurWinnipeg 2045-** added "urban agriculture" as defined in the glossary for consistent terminology and moved 'local'<br><br>**Clarify Intent/ Community and Internal Feedback-** request to more clearly delineate the local and climate related benefit of food security from the human benefit of healthy food. See policy 4.5 where "building community cohesion" was moved to. Added "Indigenous land-based practices where possible, culturally relevant food practices" which in the first instance includes fishing, hunting, medicine-picking, and ceremonial fires and in the second instance creates opportunities for newcomer and non-Indigenous cultural food practices to occur. |
| 23 | 23 | POLICIES | 2.23 Urban Soil Regeneration<br>Value healthy soil by enabling the conservation of agricultural land, and soil-remediation and regeneration on both previously developed lands and in new developments. HW, CB | 2.23 Urban Soil Regeneration<br>Value, preserve and enhance the soil quality of agricultural land, riverbank lands and natural areas, and on both previously developed lands and in new developments. HW, CB | **Clarify Intent/Internal Feedback-** edits reflect stronger language and expand the scope to include "riverbank lands and natural areas". Added "quality" rather than "healthy", added "preserve and enhance" rather than "by enabling the conservation" and deleted "soil remediation and regeneration" as preservation is already addressed as well as in brownfield remediation policy 6.40. |
| 23 | 23 | POLICIES | 2.24 Low-Impact Ecosystem Management<br>Prioritize sustainable, integrated plant and pest management, that achieves humane, safe, low-carbon, and low-chemical solutions to support the health of local ecosystems. EP, HW | 2.24 Low-Impact Ecosystem Management<br>Prioritize sustainable, integrated plant, pollinator and pest management, that achieves humane, safe, low-carbon, and low-chemical solutions to support the health of local ecosystems. EP, HW | **Clarify Intent/Community Feedback-** edit reflects the benefits of pollinators. Added "pollinator" to give balance to "pest" given that insects can have both positive and negative impacts in urban environments. |
| 24 | 24 | ECONOMIC PROSPERITY Objective 3 | Address poverty as an unacceptable and costly outcome of systemic barriers, through collaboration with the community and other government bodies. | Address poverty as an unacceptable and costly outcome of systemic barriers, through collaboration with the community and government bodies. | **Copy Edit-** deleted "other" as it is redundant. |
| 24 | 24 | ECONOMIC PROSPERITY Objective 3 Description | Collaborate with the community and other levels of government, to identify and implement strategies and actions for community return on investment related to housing, education, training and employment, physical and mental health, and social supports for the individuals, families and communities who are most impacted by poverty. | Collaborate with the community and government bodies including Indigenous, Federal, and Provincial governments, to identify and implement strategies and actions for community return on investment related to housing, education, training and employment, physical and mental health, and social supports for the individuals, families and communities who are most impacted by poverty. | **Consistency within OurWinnipeg 2045-** added "government bodies including Indigenous, Federal, and Provincial" and deleted "other levels of". Edit more accurately and specifically reference governments the City intends to work with toward policy implementation. Other municipal governments not listed as they are under Provincial authority. This same wording has been integrated throughout the Plan. |
| 24 | 24 | POLICIES | 3.3 Economic Research and Innovation<br>Facilitate research, innovation, and applied best practices, through partnerships with leading organizations, agencies, institutions and governing bodies – to leverage a productive municipal role in local, competitive, and sustainable economic growth. LG | 3.3 Economic Research and Innovation<br>Facilitate research, innovation, and applied best practices, through partnerships with leading organizations, agencies, institutions and government bodies – to leverage a productive municipal role in local, competitive, and sustainable economic growth. LG | **Copy Edit-** replaced "governing" with "government" |
| 25 | 25 | POLICIES | 3.5 Strategic Enterprise Supports<br>Invest in employment land servicing based on an analysis of municipal and regional supply, municipal return on investment, and future land requirements in industry sectors that are integral to achieving sustainable, local economic growth. CB | 3.5 Strategic Enterprise Supports<br>Invest in employment lands servicing based on an analysis of municipal and regional supply, municipal return on investment, and future land requirements in industry sectors that are integral to achieving sustainable, local economic growth. CB | **Copy Edit-** added an "s" to land |
| 25 | 25 | POLICIES | 3.6 Downtown Economic Investment<br>Prioritize the Downtown by leveraging private and public investments, including entrepreneurship, arts, entertainment, and tourism, that advance its status as an economic driver. HW, CB | 3.6 Downtown Economic Investment<br>Prioritize the Downtown by leveraging private and public investments, including housing, entrepreneurship, arts, entertainment, and tourism, that advance its status as an economic driver. HW, CB | **Clarify Intent/Community Feedback-** edit reflects emphasis of housing options downtown. Added "housing" to the list of examples to expand scope. |
| 25 | 25 | POLICIES | 3.7 Heritage Investment<br>Facilitate the economic viability of heritage conservation by working with agencies, partnerships, and other governments to provide leadership, incentivize the conservation of heritage resources, and districts as defined in Complete Communities. LG, ER, HW, CB | 3.7 Heritage Investment<br>Facilitate the economic viability of heritage conservation by working with agencies, partnerships, and governments bodies, including Indigenous, Federal, and Provincial governments, to provide leadership, incentivize the conservation of heritage resources, and districts as defined in Complete Communities. LG, ER, HW, CB | **Consistency within OurWinnipeg 2045-** added "including Indigenous, Federal, and Provincial governments" to more accurately and specifically reference governments the City intends to work with toward policy implementation. Other municipal governments not listed as they are under Provincial authority. This same wording has been integrated throughout the Plan. |

| Public Engagement Page Number(s) | 1st Reading Report Page Number(s) | Document Section | OurWinnipeg 2045 Public Engagement Draft (July 13, 2020) | OurWinnipeg 2045 Draft - First Reading Report | Rationale for Change |
|---|---|---|---|---|---|
| 25 | 25 | POLICIES | 3.8 Culture and Heritage Value<br>Enhance the economic value of cultural and heritage resources in the community by promoting awareness, education, viable adaptive re-use, and other effective conservation tools. LG, CB | 3.8 Culture and Heritage Value<br>Enhance the economic and cultural value of arts and heritage resources in the community by promoting awareness, education, viable adaptive re-use, and other effective conservation tools. LG, CB | **Clarify Intent/Community Feedback-** edit reflects the profile and value of the arts more explicitly. Reordered to demonstrate the economic "and cultural" value and added "arts". |
| 25 | 25 | POLICIES | 3.10 Indigenous Economic Development<br>Prioritize Indigenous heritage, culture, art, entrepreneurial and tourism-related economic opportunities. LG, SE | 3.10 Indigenous Economic Development<br>Prioritize support of Indigenous-led opportunities for land, heritage, culture, art, entrepreneurial and tourism-related economic development for the benefit of Indigenous Peoples. LG, SE | **Clarify Intent/Community Feedback-** edits reflect that the intention was not to exploit Indigenous Peoples heritage for economic benefit but rather to support Indigenous-led economic development as appropriate. Added "support of Indigenous-led opportunities for land," and "for the benefit of Indigenous Peoples." Deleted "opportunities" and replaced with "development". |
| 25 | 25 | POLICIES | 3.11 Community Economic Development<br>Support local enterprises and employment in neighbourhoods through strategic investments in transit, active transportation, and a pedestrian-oriented public realm, that result in well-connected, mixed-use activity nodes, to enable residents to participate in economic activity in close proximity to where they live. ER, HW, CB | 3.11 Community Economic Development<br>Support local enterprises and employment in neighbourhoods through strategic investments in an active and transit-oriented public realm, that results in well-connected, mixed-use activity nodes, to enable residents to participate in economic activity in close proximity to where they live. ER, HW, CB | **Consistency within OurWinnipeg 2045-** edits reflect updated terminology to reference the desired transportation and urban design approach as "active and transit-oriented" as applicable in the Plan. Added "an active and" and deleted "active transportation, and a pedestrian".<br>**Copy Edit-** added an "s" to "result". |
| 25 | 25 | POLICIES | 3.12 Poverty Reduction<br>Support poverty reduction through a community economic development approach that addresses systemic barriers to opportunity and participation, particularly in areas of highest need. HW, SE | 3.12 Poverty Reduction<br>Support the reduction of poverty and homelessness through a community economic development approach that addresses systemic barriers to opportunity and participation, particularly in areas of highest need. HW, SE | **Clarify Intent/Community Feedback-** edits reflect the connection between poverty and homelessness. Policy 5.3 speaks to a specific Housing First approach to ending homelessness and this policy provides the general direction that supports it. Added "the reduction of" as well as "and homelessness". |
| 25 | 25 | POLICIES | 3.13 Poverty Reduction<br>Achieve a living wage minimum standard for municipal employees, for those contracted and subcontracted to provide City services and for organizations who receive City funding. LG, HW, SE | 3.13 Poverty Reduction<br>Develop criteria to achieve a living wage minimum standard for employees of the City, for those awarded contracts and subcontracts to provide City services, and for organizations who receive City funding, to enable economic self-sufficiency, and community participation. LG, HW, SE | **Clarify Intent/Community Feedback-** edits reflect that there is work to be done to define how this policy would function, for example, how living wage would be calculated. Added "Develop criteria to achieve" and "to enable economic self-sufficiency, and community participation". Reworded "municipal employees" to "employees of the City". Added "awarded" and therefore deleted "ed" on "contracted and subcontracted". |
| 26 | 26 | POLICIES | 3.17 Sustainable Transportation Connectivity<br>Prioritize enhancements to the public transit system and active and public transportation network that improve their viability and access to places such as educational institutions, employment opportunities, recreation and library facilities, providers of essential goods and services and health providers, especially for neighbourhoods most impacted by poverty. SE, HW, ER, CB | 3.17 Sustainable Transportation Connectivity<br>Prioritize enhancements to the integrated and sustainable transportation system that improve its viability and access to places such as educational institutions, employment opportunities, recreation and library facilities, providers of essential goods and services and health providers, especially for children, and for neighbourhoods most impacted by poverty. SE, HW, ER, CB | **Consistency within OurWinnipeg 2045/Community Feedback**- edits reflect updated and consistent terminology to reference the desired transportation system as "integrated and sustainable" as applicable throughout the Plan. This terminology will provide high-level policy context for transportation policy detail forthcoming in the updated Transportation Master Plan. Added "children, and for" to acknowledge unique mobility needs. |
| 26 | 26 | POLICIES | 3.20 Strategic Enterprise Supports<br>Regulate economic activities and uses that disproportionately and negatively impact systemically disadvantaged groups and are contrary to this Plan's goals, based on type, location and concentration. LG, SE, CB | 3.20 Strategic Enterprise Supports<br>Develop criteria to determine economic activities and land uses that disproportionately and negatively impact systemically disadvantaged groups and are contrary to this Plan's goals, based on type, location and concentration. LG, SE, CB | **Clarify Intent/Internal Feedback-** added "Develop criteria to determine" and deleted "Regulate" as criteria is required before regulation and subsequent equitable enforcement of such economic activities can occur. |
| 27 | 27 | GOOD HEALTH AND WELL-BEING<br>Objective 2 Description | Design, develop, and maintain healthy and inclusive built and natural environments that facilitate access to basic needs, encourage active lifestyles, and strengthen social- and nature-based connections. | Design, develop, and maintain healthy and inclusive built and natural environments that facilitate access to basic needs, encourage active lifestyles, and strengthen social- and nature-based connections and mitigate land use conflicts that compromise public health. | **Clarify Intent/Community and Internal Feedback-** added "and mitigate land use conflicts that compromise public health" to reflect servicing and development of additional employment lands. |
| 27 | 27 | POLICIES | 4.5 Healthy Food<br>Pursue access to locally-sourced, healthy food production and distribution as a fundamental component of community health, climate change mitigation and poverty reduction. ER, EP, SE | 4.5 Healthy Food<br>Pursue affordable access to healthy food production and distribution as a fundamental component of community health, poverty reduction, and building community cohesion. ER, EP, SE | **Clarify Intent/Community and Internal Feedback-** more clearly delineate the human benefits of healthy food access from the local and climate related benefit of food security related to policy 2.22. Added "affordable". Added "and building community cohesion" from policy 2.22. Deleted "locally sourced" as this would be the ideal in combination with policy 2.22 but at a minimum healthy and affordable food is priority for good health. |
| 28 | 28 | POLICIES | 4.10 Transportation Safety<br>Design, construct, maintain, and regulate multi-modal urban transportation systems and related infrastructure that optimize safe, connected and reliable mobility, and minimize severe injuries and fatalities. CB | 4.10 Transportation Safety<br>Design, construct, maintain, and regulate an integrated and sustainable transportation system and related infrastructure that optimize safe, connected and reliable mobility, and minimize severe injuries and fatalities. CB | **Consistency within OurWinnipeg 2045-** to reflect updated and consistent terminology to reference the desired transportation system as "integrated and sustainable" as applicable throughout the Plan. This terminology will provide high-level policy context for transportation policy detail forthcoming in the updated Transportation Master Plan. |
| 28 | 28 | POLICIES | 4.12 Inclusive Public Places<br>Invest in inclusive pedestrian-oriented public amenities, and active transportation in prioritized development areas on Urban Mixed Use Corridors and other priority routes, to promote year-round accessibility, physical activity and social interaction. ER, CB | 4.12 Inclusive Public Places<br>Invest in inclusive active transportation-oriented public amenities in prioritized development areas on Urban Mixed Use Corridors and other priority routes, to promote year-round accessibility, physical activity and social interaction. ER, CB | **Clarify Intent/Community and Internal Feedback-** added "active transportation-oriented" and deleted "pedestrian" to broaden the scope of sustainable transportation options. |
| 29 | 29 | POLICIES | 5.1 Equitable Service Access<br>Provide municipal services through a lens that promotes equitable access for all, with a focus on the youngest, oldest, and systemically disadvantaged members of the community. LG, HW | 5.1 Equitable Service Access<br>Provide municipal services through an age-friendly lens that promotes equitable access for all, with a focus on the youngest, oldest, and systemically disadvantaged members of the community. LG, HW | **Clarify Intent/Community Feedback-** added "age-friendly" as it is commonly used umbrella term to describes service delivery that benefits all ages. |

| Public Engagement Page Number(s) | 1st Reading Report Page Number(s) | Document Section | OurWinnipeg 2045 Public Engagement Draft (July 13, 2020) | OurWinnipeg 2045 Draft - First Reading Report | Rationale for Change |
|---|---|---|---|---|---|
| 29 | 29 | POLICIES | 5.4 Reconciliation with Indigenous Peoples<br>Prioritize municipal implementation responsibilities within the United Nations Declaration on the Rights of Indigenous Peoples, the Truth and Reconciliation Commission of Canada's Calls to Action and the National Inquiry into Missing and Murdered Indigenous Women and Girls' Calls for Justice. LG, ER, EP, HW, CB | 5.4 Reconciliation with Indigenous Peoples<br>Prioritize municipal implementation responsibilities within the *United Nations Declaration on the Rights of Indigenous Peoples* , the *Truth and Reconciliation Commission of Canada's Calls to Action* and the *National Inquiry into Missing and Murdered Indigenous Women and Girls' Calls for Justice* . LG, ER, EP, HW, CB | **Copy Edit-** document titles are referenced using italics. |
| 29 | 29 | POLICIES | 5.5 Indigenous Lens<br>Include an Indigenous lens and leadership in municipal governance processes, to recognize, respect and advance Indigenous rights, and build cooperative and mutually beneficial relationships toward reconciliation. LG, ER, EP, HW, CB | 5.5 Indigenous Lens<br>Develop an Indigenous lens which recognizes, respects and advances multiple and diverse First Nations, Inuit, and Métis rights, knowledge and perspectives. Apply the lens throughout municipal leadership and governance processes, policies, programs and practices to eliminate elements that knowingly or unknowingly enable the exclusion of Indigenous Peoples. LG, ER, EP, HW, CB | **Clarify Intent/Community and Internal Feedback-** substantive edits reinforce and delineate the value of multiple Indigenous perspectives on Indigenous rights and reconciliation, and to frame the responsibility for acknowledging and respecting these perspectives by non-Indigenous peoples. |
| 29 | 29 | POLICIES | 5.6 Equitable Service Access<br>Welcome and support newcomers, and those who migrate from rural communities and reserves, through strategic collaboration and action that expedites service access and sense of belonging for residents. LG, ER, EP, HW, CB | 5.6 Equitable Service Access<br>Welcome and support newcomers, and those who migrate from rural and Indigenous communities, through strategic collaboration and action that expedites service access and sense of belonging for residents. LG, ER, EP, HW, CB | **Clarify Intent/Community Feedback-** added "and Indigenous" and deleted "and reserves" to acknowledge that the term 'reserves' applies only to First Nations Peoples, and policy intent was to be inclusive of First Nations, Inuit, and Métis Peoples. |
| 30 | 30 | POLICIES | 5.9 Heritage Conservation<br>Provide opportunities for heritage education, truth-telling, and reconciliation, through the commemoration, conservation, and stewardship of both tangible and intangible heritage resources, including public names, places, and art; museum artifacts; and archived information. LG, HW | 5.9 Heritage Conservation<br>Provide opportunities for heritage education, truth-telling, and reconciliation, through the commemoration, conservation, and stewardship of both tangible and intangible heritage resources, including Indigenous land-based practices and artifacts, public names, places, and art; museum artifacts; and archived information. LG, HW | **Consistency within OurWinnipeg 2045-** added "Indigenous land-based practices" refer to Treaty and Aboriginal rights including fishing, hunting, medicine-picking, and ceremonial fires. Also added "artifacts" to provide a broader and more representative scope for heritage conservation throughout the Plan. |
| 31 | 31 | POLICIES | 6.2 Complete Communities Characteristics<br>The characteristics of complete communities must be identified and defined in Complete Communities, and will include, at minimum: safe and affordable housing for all incomes; local employment opportunities; health-supportive amenities, access to nature, and social interaction opportunities; sustainable transportation options; and digital communication technology infrastructure to align with this Plan's goals. LG, ER, EP, HW, SE | 6.2 Complete Communities Characteristics<br>The characteristics of complete communities must be identified and defined in Complete Communities, and will include, at minimum, equitable access to: safety and security; safe and affordable housing for all incomes; local employment opportunities; health-supportive amenities, access to nature, social interaction opportunities; sustainable transportation options; and digital communication technology infrastructure to align with this Plan's goals. LG, ER, EP, HW, SE | **Clarify Intent/Internal Feedback-** added "equitable access" as it applies to all of the complete communities characteristics listed. Added "safety and security" to the primary list of desired characteristics of 'complete communities' as referenced in OurWinnipeg 2045 and the Complete Communities Direction Strategy 2.0, therefore deleted "safe and". |
| 31 | 31 | POLICIES | 6.5 Climate Resilient Growth<br>The intensification target adopted in Complete Communities must align with climate change mitigation and adaptation goals, objectives, and adopted greenhouse gas emissions reduction targets. ER, HW | 6.5 Climate Resilient Growth<br>The intensification target adopted in Complete Communities must align at a minimum with climate change mitigation and adaptation goals, objectives, and adopted greenhouse gas emissions reduction targets. ER, HW | **Clarify Intent/Community Feedback-** added "at a minimum" to reinforce that it is critical to meet or exceed the intensification target detailed in the Complete Communities Direction Strategy 2.0 in order to achieve the greenhouse gas emissions reduction targets specified in Winnipeg's Climate Action Plan. |
| 32 | 32 | POLICIES | 6.6 Intensification Target<br>Achieve the intensification target by making development in existing built-up areas easier and more desirable and predictable, as directed in Complete Communities. LG, ER, EP, HW, SE | 6.6 Intensification Target<br>Achieve the intensification target by making development in intensification target areas easier and more desirable and predictable, as directed in Complete Communities. LG, ER, EP, HW, SE | **Clarify Intent/Consistency between OurWinnipeg 2045 and Complete Communities Direction Strategy 2.0-** added "intensification target areas" and deleted "built up areas" to be more clear where intensification is planned as referenced in the Plans. |
| 32 | 32 | POLICIES | 6.7 Fiscally Sustainable Growth<br>Ensure that growth is fiscally sustainable through the use of financial tools; guidelines that outline the fair and equitable sharing of costs for servicing and the subdivision and development of land; fiscal impact analysis for new development; and collaboration with other levels of government on legislative and regulatory reform initiatives, to enhance the authority of the City to collect revenue to finance land development. LG, EP | 6.7 Fiscally Sustainable Growth<br>Ensure that growth is fiscally sustainable through approaches including financial tools; guidelines that outline the fair and equitable sharing of costs for servicing and the subdivision and development of land; fiscal impact analysis for new development; and collaboration with other levels of government on legislative and regulatory reform initiatives, to enhance the authority of the City to collect revenue to finance land development. LG, EP | **Clarify Intent-** added "approaches including" and deleted "through the use of" to reference a non-exhaustive, rather than all-inclusive list of approaches to achieving fiscally sustainable growth. |
| 32 | 32 | POLICIES | 6.8 Plan For and Accommodate Forecasted Growth<br>Provide for predictable development, through the timely delivery of City-funded growth-enabling and growth-supportive infrastructure, within the City's financial capacity. LG, EP | 6.8 Plan for and Accommodate Forecasted Growth<br>Provide for predictable development, through the timely delivery of City-funded growth-enabling and growth-supportive infrastructure, within the City's financial capacity. LG, EP | **Copy Edit-** edited from upper to lower case "f" in the word "for" |
| 33 | 33 | POLICIES | 6.16 Complete Streets<br>Apply complete streets principles in the design, reconstruction, construction and operation of designated Urban Mixed Use Corridors, and other areas of the city where appropriate, to enhance the safety and usability of a mixed transportation network based on a hierarchy of users which safeguards those most at risk of fatality and injury. EP, HW | 6.16 Complete Streets<br>Apply complete streets principles in the design, reconstruction, construction and operation of designated Urban Mixed Use Corridors, and other areas of the city where appropriate, to enhance the safety and usability of an integrated and sustainable transportation system based on a hierarchy of users which safeguards those most at risk of fatality and injury. EP, HW | **Consistency within OurWinnipeg 2045-** edits reflect updated and consistent terminology to reference the desired transportation system as "integrated and sustainable" as applicable throughout the Plan. This terminology will provide high-level policy context for transportation policy detail forthcoming in the updated Transportation Master Plan. Deleted "mixed", added "system" and deleted "network". |

| Public Engagement Page Number(s) | 1st Reading Report Page Number(s) | Document Section | OurWinnipeg 2045 Public Engagement Draft (July 13, 2020) | OurWinnipeg 2045 Draft - First Reading Report | Rationale for Change |
|---|---|---|---|---|---|
| 33 | 33 | POLICIES | 6.18 Transit-Oriented Development<br>Support Rapid Transit and other primary transit corridors with strategically located transit stations, that facilitate transit ridership through development intensification, a mix of complementary land uses, and a pedestrian and cycling-friendly environment consistent with transit-oriented development principles. ER, EP, HW | 6.18 Transit-Oriented Development<br>Support Rapid Transit and other primary transit corridors with strategically located transit stations, that facilitate transit ridership through development intensification, a mix of complementary land uses, and a pedestrian and cycling-oriented environment consistent with transit-oriented development principles. ER, EP, HW | **Consistency between OurWinnipeg 2045 and Complete Communities Direction Strategy 2.0**- Added "oriented" and deleted "friendly" |
| 33 | 33 | POLICIES | 6.19 Mixed Use Centres<br>Designate Mixed Use Centres within the Urban Structure, representing the largest commercial areas in the city with the ability to accommodate major retail uses, and become pedestrian-friendly areas connected by multiple modes of transportation, and offering a variety of housing, employment, amenity and service options. EP, HW | 6.19 Mixed Use Centres<br>Designate Mixed Use Centres within the Urban Structure, representing the largest commercial areas in the city with the ability to accommodate major retail uses, and become pedestrian-oriented environments connected by integrated and sustainable transportation, and offering a variety of housing, employment, amenities and services. EP, HW | **Consistency between OurWinnipeg 2045 and Complete Communities Direction Strategy 2.0**- added "oriented environments" and deleted "friendly areas" terminology. Deleted "multiple modes" and "options" as implicit in the term sustainable transportation.<br><br>**Copy Edit**- edited "amenity" to "amenities" |
| 33 | 33 | POLICIES | 6.20 Major Redevelopment Sites<br>Designate Major Redevelopment Sites within the Urban Structure for land uses that provide transformative, sustainable, well-designed and walkable urban environments, through a comprehensive and collaborative secondary planning process. ER, HW | 6.20 Major Redevelopment Sites<br>Designate Major Redevelopment Sites within the Urban Structure for land uses that provide a transformative, sustainable, well-designed and pedestrian-oriented urban environments, through a comprehensive and collaborative secondary planning process. ER, HW | **Consistency between OurWinnipeg 2045 and Complete Communities Direction Strategy 2.0**- added "pedestrian-oriented" and deleted "walkable". |
| 33 | 33 | POLICIES | 6.23 New Communities<br>Plan New Communities to identify and include a defined level of service for public infrastructure and resource requirements, or approved alternative, to achieve complete communities including transit, recreation, parks, libraries, emergency services, and digital communications technology infrastructure. LG, ER, EP, HW, SE | 6.23 New Communities<br>Plan New Communities to identify and include a defined level of service for public infrastructure and resource requirements, or approved alternative, to achieve complete communities including an integrated and sustainable transportation system, recreation, parks, libraries, emergency services, and digital communications technology. LG, ER, EP, HW, SE | **Consistency within OurWinnipeg 2045**- edits reflect updated and consistent terminology to reference the desired transportation system as "integrated and sustainable" as applicable throughout the Plan. This terminology will provide high-level policy context for transportation policy detail forthcoming in the updated Transportation Master Plan. Deleted "transit" and "infrastructure". |
| 33 | 33 | POLICIES | 6.24 Reinvestment Areas<br>Identify Reinvestment Areas as representing a subset of Mature Communities that normally have a desirable character, but would benefit from reinvestment through infill and redevelopment. LG, ER, EP, HW, SE | 6.24 Reinvestment Areas<br>Identify Reinvestment Areas as a subset of Mature Communities that would benefit from expanded partnerships to support community-based revitalization efforts and reinvestment through infill, redevelopment, and affordable housing to help reach full potential as vibrant, healthy, and complete communities. LG, ER, EP, HW, SE | **Clarify Intent/Internal Feedback**- substantive edits more clearly reflect the desired community benefits of revitalization in designated Reinvestment Areas. |
| 33 | 33 | POLICIES | 6.25 Employment Lands<br>Designate Employment Lands within the Urban Structure areas, to accommodate larger-scale employment opportunities according to land use categories that include Core Industrial, General Industrial, Business Parks and Institutional, and proximities through design and development standards that ensure community health and safety. ER, EP, HW | 6.25 Employment Lands<br>Designate Employment Lands within the Urban Structure, to accommodate forecasted job growth and advance economic development in both the City and region, while mitigating incompatible land use conflicts, to provide a stable operating environment for businesses, and to promote community health and safety. ER, EP, HW | **Consistency between OurWinnipeg 2045 and Complete Communities Direction Strategy 2.0/Internal Feedback**- substantive edits reflect the economic development benefits of preserving employment lands for job creation and economic growth while mitigating land use conflicts. |
| 33 | 33 | POLICIES | 6.26 Rural and Agricultural Areas<br>Designate Rural and Agricultural Areas within the Urban Structure, as non-urbanized lands that are suitable for food production and supportive uses, as well as rural living that is only permitted under existing, adopted secondary plans, and does not require a full range of municipal services. ER, HW | 6.26 Rural and Agricultural Areas<br>Designate Rural and Agricultural Areas within the Urban Structure, as non-urbanized lands suitable for agriculture, specialized agriculture, Indigenous land-based practices where possible, and supportive uses, as well as rural living that is permitted under existing, adopted secondary plans, and does not require a full range of municipal services. ER, HW | **Community and Internal Feedback**- edits broaden the scope of desired land uses in designated Rural and Agricultural Areas. Added "agriculture, specialized agriculture".<br><br>**Consistency within OurWinnipeg 2045**- added "Indigenous land-based practices where possible" refer to Treaty and Aboriginal rights including fishing, hunting, medicine-picking, and ceremonial fires. "Where possible" qualifies that such practices may not be feasible everywhere in an urban environment. |
| 33 | 33 | POLICIES | 6.27 Major Open Space<br>Designate Major Open Spaces within the Urban Structure, to represent areas of City-wide importance that have important natural habitat and provide for passive nature-oriented activities and a variety of active recreation areas, and conservation of natural features and habitats that promote this Plan's goals. LG, ER, HW | 6.27 Major Open Space<br>Designate Major Open Spaces within the Urban Structure, to recognize, preserve, and retain lands of city-wide importance for its valued natural features and habitats, connections, and varied recreation opportunities, that promote this Plan's goals. LG, ER, HW | **Clarify Intent/Community and Internal Feedback**- substantive edits reflect stronger language to protect major open spaces from development that would compromise the multiple benefits of such land in its current state, and within the context of OurWinnipeg's sustainable development goals. |
| 34 | 34 | POLICIES | 6.28 Airport Lands<br>Designate Airport Lands within the Urban Structure, to accommodate development consistent with regulations that support and protect the role and 24-hours-a-day, seven-days-a-week operational status of the James Armstrong Richardson International Airport, as a major economic hub for passenger and cargo transportation. LG, EP | 6.28 Airport Area<br>Designate the Airport Area within the Urban Structure, to support the role of the Winnipeg James Armstrong Richardson International Airport as a major transportation hub for passengers and cargo, support and protect the role and 24-hours-a-day, seven-days-a-week operational status, and its realization as a major economic centre for goods distribution, manufacturing, and airport-related commercial and employment activity. LG, EP | **Consistency between OurWinnipeg 2045 and Complete Communities Direction Strategy 2.0/Internal Feedback**- edits reflect a reframing of policy language to emphasize desired economic development outcomes and benefits related specifically to the Airport Area. Added "Areas" and deleting "Lands" in the Policy Index. |
| 34 | 34 | POLICIES | 6.31 Transit-Oriented Development<br>Achieve a more balanced modal split through the integrated planning and development of compact, walkable and connected mixed-use neighbourhoods, that enable a transition to active and public transportation mobility. ER, EP,HW | 6.31 Transit-Oriented Development<br>Achieve a balanced modal split that reflects greenhouse gas emissions reduction targets, through the integrated planning and development of compact, walkable and connected mixed-use neighbourhoods, that enable a transition to an integrated and sustainable active and public transportation system. ER, EP, HW | **Consistency within OurWinnipeg 2045**- edits reflect updated terminology for the desired transportation system as "integrated and sustainable" and "active and public" as applicable throughout the Plan. This terminology will provide high-level policy context for transportation policy detail forthcoming in the updated Transportation Master Plan. Added "that reflects greenhouse gas emissions reduction targets,". |

| Public Engagement Page Number(s) | 1st Reading Report Page Number(s) | Document Section | OurWinnipeg 2045 Public Engagement Draft (July 13, 2020) | OurWinnipeg 2045 Draft - First Reading Report | Rationale for Change |
|---|---|---|---|---|---|
| 34 | 34 | POLICIES | 6.33 Affordable and Supportive Housing Options<br>Facilitate affordable and supportive housing in all neighbourhoods, through a continuum of private and non-profit housing development that includes a mix of sizes, forms and tenures; resilient, low-carbon, and energy-efficient construction; adaptable, universal design accessibility; and proximity to sustainable, multi-modal transportation options. EP, ER, HW, SE | 6.33 Affordable and Supportive Housing Options<br>Facilitate affordable and supportive housing in all neighbourhoods, through a continuum of private and non-profit housing development that includes a mix of sizes, forms and tenures; resilient, low-carbon, and energy-efficient construction; adaptable, universal design accessibility; and proximity to integrated and sustainable transportation options. EP, ER, HW, SE | **Consistency within OurWinnipeg 2045-** edits reflect updated terminology to reference the desired transportation system as "integrated and sustainable" as applicable throughout the Plan. This terminology will provide high-level policy context for transportation policy detail forthcoming in the updated Transportation Master Plan. Deleted "multi-modal". |
| 34 | 34 | POLICIES | 6.34 Commercial Areas<br>Encourage the redevelopment, infill, and expansion of existing commercial areas as the preferred method of accommodating new commercial development, while also accommodating local commercial amenities in new neighbourhoods, to ensure they can be complete from their inception. EP | 6.34 Commercial Areas<br>Facilitate the redevelopment, infill, and expansion of existing commercial areas as the preferred method of accommodating new commercial development, while also accommodating local commercial amenities in new neighbourhoods, to ensure completeness from its inception. EP | **Clarify Intent/Community and Internal Feedback-** edit reflects stronger language that is representative of the shared responsibility between the City and commercial developers to achieve policy outcomes. Added "Facilitate" and deleted "Encourage". |
| 34 | 34 | POLICIES | 6.35 Inclusive Public Places<br>Practice and enforce a high standard of urban design, that supports a sustainable quality of life and sense of place through the development of a safe, resilient, high-quality, high-functioning and pedestrian-oriented urban environment. LG, ER, EP, HW, SE | 6.35 Inclusive Public Places<br>Practice and enforce a high standard of urban design, that supports a sustainable quality of life and sense of place through the development of a safe, resilient, high-quality, high-functioning and active transportation and transit-oriented urban environment. LG, ER, EP, HW, SE | **Consistency within OurWinnipeg 2045-** edits reflect updated terminology to reference the desired transportation and urban design approach as "active transportation and transit-oriented" as applicable in the Plan. Deleted "pedestrian". |
| 34 | 34 | POLICIES | 6.36 Inclusive Public Places<br>Leverage investment in public amenities in partnership with private investors, to create a safe, vibrant, and pedestrian-oriented public realm in areas prioritized for mixed-use development. LG, EP, HW, SE | 6.36 Inclusive Public Places<br>Leverage investment in public amenities in partnership with private investors, to create a safe, vibrant, and active and transit-oriented urban environment in areas prioritized for mixed-use development. LG, EP, HW, SE | **Consistency within OurWinnipeg 2045-** edits reflect updated terminology to reference the desired transportation and urban design approach as "active and transit-oriented" as applicable in the Plan. Deleted "pedestrian", "public transportation". Added "urban environment" and deleted "public realm". |
| 34 | 34 | POLICIES | 6.37 Heritage Conservation<br>Conserve cultural, natural, and heritage resources and districts, as defined in Complete Communities, to celebrate sense of place through community history, architecture, civic identity and cultural perspectives. ER, HW | 6.37 Heritage Conservation<br>Conserve cultural, natural, and heritage resources and districts, as defined in Complete Communities, and Indigenous land-based practices, to celebrate sense of place through community history, architecture, civic identity and cultural perspectives. ER, HW | **Consistency within OurWinnipeg 2045-** "Indigenous land-based practices" refer to Treaty and Aboriginal rights including fishing, hunting, medicine-picking, and ceremonial fires. Deleted "traditional" and "uses". |
| 34 | 34 | POLICIES | 6.38 Compatible Growth<br>Protect green and built infrastructure from incompatible development that would compromise achievement of this Plan's goals. LG, ER, EP, HW, SE | 6.38 Compatible Growth<br>Plan for and protect green and built infrastructure and resources from incompatible development that would compromise achievement of this Plan's goals. LG, ER, EP, HW, SE | **Clarify Intent/Community and Internal Feedback-** edits strengthen language to emphasize the protection of 'green' infrastructure and resources. Added "Plan for and protect" and "and resources". |
| 34 | 34 | POLICIES | 6.39 Neighbourhood Connectivity<br>Partner in the pursuit of feasible rail location and relocation alternatives that would create opportunities to equitably densify and enhance mobility within and between new and established neighbourhoods. LG, ER, EP, HW, SE | 6.39 Neighbourhood Connectivity<br>Partner in the pursuit of feasible rail location and relocation alternatives that would create opportunities for intensification and enhanced connectivity within and between new and established neighbourhoods. LG, ER, EP, HW, SE | **Consistency within OurWinnipeg 2045, and between OurWinnipeg 2045 and Complete Communities Direction Strategy 2.0-** added "intensification" and deleted "equitably densify" as the goal lens is already implied. Added "connectivity" as an umbrella term that includes the deleted "mobility". |
| 34 | 34 | POLICIES | 6.40 Brownfield Land<br>Collaborate with other levels of government and stakeholder partners in pursuit of the context-sensitive remediation and redevelopment of brownfield lands, in keeping with this Plan's goals. LG, ER, EP, HW, SE | 6.40 Brownfield Land<br>Collaborate with government bodies, including Indigenous, Federal, and Provincial governments, and stakeholders, in pursuit of the context-sensitive remediation and redevelopment of brownfield lands, in keeping with this Plan's goals. LG, ER, EP, HW, SE | **Consistency within OurWinnipeg 2045-** added "bodies, including Indigenous, Federal, and Provincial governments". Edits reflect more accurately and specifically reference governments the City intends to work with toward policy implementation. Other municipal governments not listed as they are under Provincial authority. This wording has been integrated throughout the Plan. |
| 37 | 37 | OurWinnipeg Strategic Priorities Action Plan (narrative bullets) | • Align City services and budget to policy<br>• Confirm local evidence and indicators<br>• Develop decision-making criteria based on community needs for resource distribution<br>• Require interdepartmental collaboration to determine the best solutions to achieve the outcomes<br>• Identify priority actions<br>• Identify what specific value these actions have towards implementing the policy commitments and goal outcomes of OurWinnipeg<br>• Identify interjurisdictional, interdepartmental and agency roles related to each action<br>• Contain a schedule, and measurements of success | • Increase awareness and understanding of OurWinnipeg 2045 policy intent and applicability to day-to-day City operations<br>• Review and align existing plans, Council policy and by-laws with OurWinnipeg 2045 and Complete Communities Direction Strategy 2.0<br>• Integrate a service delivery responsibilities review to align with community needs<br>• Align City services and the operating and capital budget to policy<br>• Identify and confirm local evidence, indicators and benchmark data<br>• Develop decision-making criteria for resource distribution, using the goals as lenses, and based on community needs<br>• Continue to advance reconciliation with Indigenous Peoples through the City's Journey of Reconciliation<br>• Identify interjurisdictional, interdepartmental, agency and stakeholder roles and responsibilities to determine the best solutions to achieve the goals<br>• Identify priority actions, how to resource them and organize action<br>• Identify what specific value these actions have towards implementing the policy commitments and goal outcomes of OurWinnipeg 2045<br>• Prepare a schedule of implementation responsibilities, and measurements of success<br>• Develop enforcement mechanisms for transparency, accountability and non-compliance such as performance targets and annual progress reports | **Clarify Intent/Community and Internal Feedback-** substantive edits reflect a stronger commitment for policy implementation, Indigenous rights and reconciliation, community co-creation of the process and action plan, unpacking policy, importance of alignment and appropriate resourcing, strength of indicators and measurement, and accountability and enforcement mechanisms. |
| 37 | 37 | INDICATORS (5th Paragraph) | Building on Peg, the City will develop greater capacity to refine its goals, and measure the impact of its initiatives across the policy spectrum. | Expanding on Peg, the City will collaborate to develop greater capacity to identify the most relevant indicators, refine its goals, and measure the impact of its initiatives across the policy spectrum. This includes exploring the collection and disaggregation of data for example, by neighbourhood, income levels or group identifiers. | **Clarify Intent/Community Feedback-** added "Expanding" and deleted "Building" to describe that Peg is a preliminary but solid foundation for further indicator development, disaggregation of data and prioritization of actions. |

| Public Engagement Page Number(s) | 1st Reading Report Page Number(s) | Document Section | OurWinnipeg 2045 Public Engagement Draft (July 13, 2020) | OurWinnipeg 2045 Draft - First Reading Report | Rationale for Change |
|---|---|---|---|---|---|
| 38 | 38 | APPENDIX 1<br>Title | Preliminary community indicators | Table of Preliminary Indicators and OurWinnipeg Alignment | **Clarify Intent/Community Feedback-** edits reflect that indicators in the Plan represent a preliminary foundation for indicator development. |
| 42 | 42 | GLOSSARY | **Active Transportation**<br>Any human-powered mode of transportation such as cycling, walking, skiing and skateboarding. While the main emphasis is on travel for a specific purpose, it does not exclude recreational travel. | **Active Transportation**<br>Any human-powered mode of transportation such as, walking, cycling, skiing, skating and skateboarding. Active transportation can provide safe, affordable, and efficient transportation opportunities that allow people to incorporate physical activity into their daily lives and gain associated health benefits. Along with personal health benefits of using active modes of travel, there are broader community benefits- such as reduced greenhouse gas emissions, improved air quality and maximizing the use of existing infrastructure. | **Clarify Intent/Community and Internal Feedback-** edits reflect a broader scope of "Active Transportation" activities and clarify the benefits associated with this term as referenced in the Plan. |
| 42 | 42 | GLOSSARY | **Asset Management**<br>A core business function of the City and is a systematic process that facilitates decision-making in regards to the construction, acquisition, operation, maintenance, renewal, replacement, and disposition of assets in the most cost-effective manner. | **Asset Management**<br>An integrated set of business processes to minimize the lifecycle costs of owning, operating and maintaining assets, at an acceptable level of risk, while continuously delivering established levels of service. | **Clarify Intent/Internal Feedback-** edits reflect a definition consistently used by the City. |
| 43 | 43 | GLOSSARY | **Conservation**<br>1. Preservation or restoration from loss, damage, or neglect.<br>2. Specific to heritage resources, all actions or processes that are aimed at safeguarding a heritage resource so as to retain its heritage value and extend its physical life. | **Conservation**<br>The preservation or restoration from loss, damage, or neglect; with respect to heritage resources, all actions or processes that are aimed at safeguarding a heritage resource so as to retain its heritage value and extend its physical life. | **Copy Edit-** deleted numbering. |
| 43 | 43 | GLOSSARY | **Culture**<br>A set of shared attitudes, values, goals, and practices. | **Culture**<br>The set of distinctive spiritual, material, intellectual and emotional features of society or a social group, and that encompasses art and literature, lifestyles, ways of living together, value systems, traditions and beliefs. | **Clarify Intent/Community Feedback-** edits reflect a more robust description from a United Nations source. |
| 43 | 44 | GLOSSARY | **Equity**<br>Means equitable outcomes for all. It requires identifying and removing barriers and accommodating differences. Different treatment, rather than treating everyone the same, is necessary to obtain equal results. | **Equity**<br>Recognizes that not all people start off from the same position, and that unequal opportunities make it more difficult for some to be successful. Treating everyone the same is only fair if they are starting from the same position. It seeks to address the inequalities that stem from an individual's particular circumstances, to help put them at the same position as others (also known as substantive equality). | **Clarify Intent/Internal Feedback-** edits reflect more detail to distinguish between 'equity' and 'equality'. |
| NA | 44 | GLOSSARY | No Glossary entry | **Gentrification**<br>A process of neighborhood change that includes economic and demographic transitions (e.g. rising home values and rents, income levels and educational attainment, and lack of racial diversity) in historically disinvested neighborhoods that leads to displacement of long-time and lower-income residents and a loss of community identity. | **Clarify Intent/Internal Feedback-** added definition for understanding of intent. |
| 44 | 44 | GLOSSARY | **Green Infrastructure**<br>A broad category that integrates natural assets, and designed and engineered elements that have been created to mimic natural functions and processes in the service of human interests; and also, the stock of natural resources or ecosystems that are relied upon, managed, or could be managed by a municipality, regional district, or other form of local government for the sustainable provision of one or more municipal services. | **Green Infrastructure**<br>a broad category that integrates natural assets, and designed and engineered elements that have been created to mimic natural functions and processes in the service of human interests; and also, the stock of natural resources or ecosystems that are relied upon, managed, or could be managed by a municipality, regional district, or other form of local government for the sustainable provision of one or more municipal services. For example, constructed wetlands, green roofs, permeable pavement, vegetation and open spaces. | **Clarify Intent/Community and Internal Feedback-** added examples to clarify scope of what is meant by "green infrastructure". |
| NA | 44 | GLOSSARY | No Glossary entry | **Growth-enabling Instructure**<br>This includes regional-scale infrastructure usually funded by the City from its capital budget that is a prerequisite to development. Common examples include water feeder mains, wastewater interceptors, and major roads. | **Consistency between OurWinnipeg 2045 and Complete Communities Direction Strategy 2.0-** added definition for understanding of intent as referenced in policy 6.8 of the Plan. |
| NA | 44 | GLOSSARY | No Glossary entry | **Growth-supportive Infrastructure**<br>includes regional-scale infrastructure usually funded by the City from its capital budget that is not a prerequisite to development but is needed to support it. Common examples include community centers, fire stations, and major roads. | **Consistency between OurWinnipeg 2045 and Complete Communities Direction Strategy 2.0-** added definition for understanding of intent as referenced in policy 6.8 of the Plan. |
| 44 | 45 | GLOSSARY | **Indigenous**<br>Indigenous communities, peoples and nations are those which, having a historical continuity with pre-invasion and pre-colonial societies that developed on their territories, consider themselves distinct from other sectors of the societies now prevailing on those territories, or parts of them. They form, at present, non-dominant sectors of society and are determined to preserve, develop and transmit to future generations their ancestral territories, and their ethnic identity, as the basis of their continued existence as peoples, in accordance with their own cultural patterns, social institutions and legal systems. | **Indigenous**<br>The use of this term refers to "Aboriginal Peoples of Canada" as defined in Section 35(2) of the Constitution Act, 1982 to include the First Nations, Inuit and Métis Peoples of Canada. This Plan primarily references Indigenous Peoples and governments, specifically First Nations, Inuit and Métis Peoples. | **Clarify Intent/Community and Internal Feedback-** replaced definition using the Constitution Act, 1982 and clarify scope of use within this Plan. |
| NA | 45 | GLOSSARY | No Glossary entry | **Indigenous Rights**<br>Refers to both Treaty and Aboriginal rights, which were given constitutional recognition and affirmation in Section 35(1) of the Constitution Act, 1982. | **Clarify Intent/Community and Internal Feedback-** added definition for understanding of intent, scope, and significance of this term as affirmed in the Constitution Act, 1982. |

| Public Engagement Page Number(s) | 1st Reading Report Page Number(s) | Document Section | OurWinnipeg 2045 Public Engagement Draft (July 13, 2020) | OurWinnipeg 2045 Draft - First Reading Report | Rationale for Change |
|---|---|---|---|---|---|
| NA | 45 | GLOSSARY | No Glossary entry | **Intergenerational**<br>An approach centered on sharing knowledge, cultural norms, traditions as well as reciprocal care, support and exchange of resources between younger and older generations for both individual, social and sustainable development benefits. | **Clarify Intent/Community Feedback-** added definition for understanding of intent. |
| 44 | 45 | GLOSSARY | **Level of Service**<br>The optimal service or infrastructure output standard that can be provided, using a defined amount of resource inputs. | **Level of Service**<br>Parameters, or combination of parameters, which reflect social, political, environmental and economic outcomes that the organization delivers. | **Consistency between OurWinnipeg 2045 and Complete Communities Direction Strategy 2.0-** edits reflect a definition consistently used by the City. |
| 45 | 45 | GLOSSARY | **Living Wage**<br>The amount needed for a family of four with two parents working full-time to cover basic necessities; support healthy development of children; escape financial stress; and participate in the social, civic, and cultural life of the community. | **Living Wage**<br>The amount needed for a person working full-time to cover basic necessities; support healthy development of children; escape financial stress; and participate in the social, civic, and cultural life of the community. | **Clarify Intent/Community Feedback-** edits reflect the applicability to all persons working full-time regardless of household status and to resulting calculations of a living wage. Added "person" and deleted "family of four with two parents". |
| NA | 46 | GLOSSARY | No Glossary entry | **Preservation**<br>Ensuring protection of, and utilizing the principles of preserving and managing natural heritage. | **Clarify Intent/Community and Internal Feedback-** edits reflect references consistently used by the City and to strengthen intent and nuance between preservation and conservation (also defined in glossary) in natural environments. |
| 45 | 46 | GLOSSARY | **Resilience**<br>The capacity of a system, community, or society exposed to hazards to adapt, by resisting or changing in order to reach and maintain an acceptable level of functioning and structure. | **Resilience**<br>The proactive capacity of a system, community, or society exposed to hazards to mitigate and adapt, by resisting or changing in order to reach and maintain an acceptable level of functioning and structure through responsible long-term planning for resource sustainability and asset management. | **Clarify Intent/Community and Internal Feedback-** edits reflect perceptions that 'resilience' was too reactionary and narrowly focused on climate change. 'Sustainability' was perceived to be broader in scope and proactive in supporting systemic change. Added "proactive" and "mitigate and" and "through responsible long-term planning for resources sustainability and asset management." |
| NA | 46 | GLOSSARY | No Glossary entry | **Specialized Agriculture**<br>Agricultural operations that typically produce high value, lower volume, intensively managed agricultural products and do not require the large parcel sizes typically associated with annual crop production and livestock operations. Specialized agricultural operations include (but are not limited to) greenhouse production, aquaculture, honey production, and processing and horticultural products such as fruit and vegetables. | **Clarify Intent/Internal Feedback-** added definition for understanding of intent. |
| NA | 46 | GLOSSARY | No Glossary entry | **Sustainable Transportation**<br>A transportation system that meets the needs of the present without burdening future generations. It is dynamically integrated with land use, provides for safe and accessible transportation for people of all ages and abilities, is financially sustainable, and has a low impact on the environment. It is affordable, operates efficiently, offers choice in mode, and supports a vibrant community. It makes use of human-powered and/or renewable, low-emission transportation opportunities in order to have low to no impact on the environment. | **Clarify Intent/Community and Internal Feedback-** added definition for understanding of intent. |
| 46 | 46 | GLOSSARY | **Transit-Oriented Development (TOD)**<br>A concept designed to maximize access to public transport, and typically involves mixed-use, higher-density pedestrian-oriented infill development within a five- to ten-minute (400m – 800m) walk of a transit station. | **Transit-Oriented Development (TOD)**<br>Is moderate to higher density compact mixed-use development, located within an easy five to ten minute (approximately 400m to 800m) walk to a major transit stop. TOD involves high quality urban development with a mix of residential, employment and shopping opportunities, designed in a pedestrian-oriented manner without excluding the automobile. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate the use of convenient and sustainable modes of transportation, including public transit and active transportation. | **Consistency between OurWinnipeg 2045 and Complete Communities Direction Strategy 2.0-** edits reflect a definition consistently used by the City. |
| 46 | 47 | GLOSSARY | **Urban Agriculture**<br>The growing of plants and the raising of animals within and around cities that it is integrated into urban economic and ecological systems. | **Urban Agriculture**<br>The growing of food through intensive plant cultivation and animal husbandry in the urban environment. It also includes the processing and distribution of food produced through urban agriculture activities. | **Clarify Intent/Internal Feedback-** substantive edits expand understanding of intent. |
| 46 | 47 | GLOSSARY | **Urban Reserve**<br>Canada continues to owe land, referred to as 'Treaty Land Entitlement' (TLE) to specific First Nations under the terms of the original treaties (signed between 1871 and 1910). As part of the settlement process, some First Nations have an opportunity to acquire land and apply to the Federal Government to have it designated as 'reserve'. Regardless of the function or use, lands given reservation status in urban areas are commonly referred to as 'urban reserves'. | **Urban Reserve**<br>Canada continues to owe land through the 'Treaty Land Entitlement' (TLE) process to specific First Nations under the terms of the original treaties (signed between 1871 and 1910). As part of the settlement process, some First Nations have an opportunity to acquire land and apply to the Federal Government to have it designated as 'reserve land', through the Federal Government's Additions to Reserve process. Regardless of the function or use, lands given reserve status within or adjacent to urban municipalities for the use and benefit of a First Nation, are commonly referred to as 'urban reserves'. | **Clarify Intent/Internal Feedback-** edits reflect expand understanding of intent. Added "through the Federal Government's Additions to Reserve process." and "within or adjacent to" and "municipalities for the use and benefit of a First Nation". |

# Appendix G - Survey Respondent Postal Code Map

**Geographic Distribution**

Respondents were asked to provide the first three characters of their postal code. Respondents represented each ward within Winnipeg.

