Agenda – Executive Policy Committee – October 20, 2021

Report – Standing Policy Committee on Water and Waste, Riverbank Management and the Environment – October 8, 2021

Item No. 3 Cost and Schedule for Existing Underground Water and Sewer Capacity

STANDING COMMITTEE RECOMMENDATION:

On October 8, 2021, the Standing Policy Committee on Water and Waste, Riverbank Management and the Environment submitted the following to Council:

1. That an extension of time of up to 180 days be granted for the Winnipeg Public Service to report back with a cost and schedule to map out the existing underground water and sewer capacity in Winnipeg, starting with the most critical areas of the city as recommended by the Public Service.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the forgoing.

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DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On October 8, 2021, the Standing Policy Committee on Water and Waste, Riverbank Management and the Environment submitted the following to the Executive Policy Committee and Council:

1. That an extension of time of up to 180 days be granted for the Winnipeg Public Service to report back with a cost and schedule to map out the existing underground water and sewer capacity in Winnipeg, starting with the most critical areas of the city as recommended by the Public Service.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the forgoing.

COUNCIL DECISION:

On June 24, 2021, Council concurred in the recommendation of the Executive Policy Committee, as amended, and adopted the following:

1. That By-law No. 119/2020, the Complete Communities Direction Strategy 2.0, attached as Attachment A, and as amended in accordance with Attachment B, be forwarded to Council for second reading, with the following additional amendments:

    A. That the Major Open Space and the Parks and Recreation sections be amended as follows:

        i. Modify the proposed policy in Revised Attachment B in the Major Open Space chapter by delete policy 1.2 and replacing same with the following:

            "1.2 Accommodate only compatible park, recreation, open space, or City operations-related uses in Public Major Open Space."

        ii. Add the following policies to the Parks and Recreation Chapter, namely:

            "2.5 Accommodate only compatible park, recreation, open space, or City operations related uses in City-owned land used as parks or under parks jurisdiction.

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

4.8 Develop a master green space and natural corridor plan by-law that includes;

a. Consideration of municipal golf courses as major nature preserves and green space

b. A Biodiversity Policy for Winnipeg that will detail, among other things, an ecological network that is interdependent, reciprocal healthy, connected and integrated with the built environment and life on the land; one rooted in Indigenous traditional knowledge of land, community, and ecology. This should include a requirement for an annual report to Council structured in line with Durban Commitments Local Governments for Biodiversity.

c. A Corridor Plan to protect, and enhance Winnipeg forests, green spaces, natural environment and natural area corridors including Winnipeg's connecting riverbank corridors;

d. Tracking the status of green space and regular reporting to the public and Council."

iii. Add the following to the Implementation Table under the Parks and Recreation chapter heading, namely:

Master green space and natural corridor plan by-law (Priority: High, Lead: PP&D, Public Works, Level of Effort: High, Capital Impact: Y, Operational Impact: Y, By-law policy reference G3 4.8)

B. That a portion of the Booth neighbourhood be changed from a Mature Community to a Recent Community as outlined on Appendix F tabled at the Executive Policy Committee meeting on June 16, 2021.

C. That a portion of the Norberry and St. George neighbourhoods be changed from a Mature Community to a Recent Community, as outlined on Appendix G tabled at the Executive Policy Committee meeting on June 16, 2021.

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

D. Add the following new policies in the Mobility Chapter and renumber the subsequent policies accordingly:

i. 1.1 (A) Prepare a Transportation Master Plan to ensure that the City's transportation system supports quality of life and economic vitality, and consider adopting it as a By-law.

ii. Goods movement

2.3 Coordinate land use decisions and the design of the built environment with the need for goods movement.

2.3.1 (A) Review existing land use policies to ensure alignment with City's vision for goods movement following adoption of the updated Transportation Master Plan.

E. Add the following actions to the Implementation Table under “20.0 Mobility”:

i. “Prepare a Transportation Master Plan led by Public Works, a High level of effort, capital impact, operational impact” with By-law Policy Reference to G1 1.1.

ii. “Review existing land use policies to ensure alignment with the City's vision for goods movement". Identify is as a Medium priority, led by PP&D, supported by Public Works, a Low level of effort, no capital impact, operational impact” with By-law Policy Reference to G1 2.3.1.”

F. Delete Figure 7 on Page 15.

G. Delete the following text from Page 15:

“At the same time, the population of its Mature Communities declined by 82,000 people between 1971 and 2016. This was largely due to declining household sizes as well as increased economic prosperity allowing people to purchase larger, more land-intensive single-family dwellings with multiple vehicles per household”

and replace it with the following:

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

"At the same time the population of the Mature Communities declined and in 2016 there were approximately 82,000 fewer residents compared to 1971. However, in the latter part of the 2000's, the population of Mature Communities started to grow again due to increasing rates of infill development, although numbers still remain short of 1971 levels. Specifically, Census data indicates that the population increased by 4,360 persons in Mature Communities between 2006 and 2011."

H. Delete the following text from Page 15:

"For example, from 1971 to 2016, Winnipeg's population grew by 32% but the length of its linear water pipes grew by 131%"

I. That the definition for "Crime Prevention Through Environmental Design (CPTED)" from the Glossary of the Complete Communities Direction Strategy 2.0 be deleted in its entirety and replaced with the following:
Crime Prevention Through Environmental Design (CPTED)

CPTED is an approach to urban and architectural design intended to increase the safety of the built environment and reduce incidence and fear of crime. For example, it would promote outside-facing windows in lieu of a blank wall to allow for passive surveillance of the public realm. CPTED interventions should incorporate lived experiences and socio-economic, cultural, and historical knowledge to maximize widespread access, usability, safety, and quality of life for all users. It should not result in design interventions that may be hostile to marginalized or vulnerable people or reduce the quality and/or usability of the built environment.

J. That the following new policies be added to Complete Communities Direction Strategy 2.0:

A. 5.4.1 – Ensure CPTED interventions incorporate lived experiences and local knowledge to maximize widespread access, usability, safety, and quality of life for all users."

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

B. Promote safety and accessibility in the design of the built environment

3.12 Promote Crime Prevention Through Environmental Design (CPTED) principles in new development to increase safety and reduce incidence and fear of crime.

3.13 Ensure CPTED interventions incorporate the lived experiences and socio-economic, cultural, and historical knowledge to promote widespread access, usability, safety, and quality of life for all users, and that they do not produce hostile design that excludes marginalized or vulnerable people or reduction in the quality and/or usability of the built environment.

3.14 Use the City of Winnipeg Accessibility Design Standard to promote accessibility in the built environment.

3.15 Where urban spaces are intended to be used by the broader public, encourage ownership and operation that maximizes access, usability, and quality of life for all users.

2. That funding for the development of a Master Greenspace and Natural Corridors Plan By-law be referred to the 2022 budget process.

3. That the Public Service be directed to return in up to 90 days with a cost and schedule to map out the existing underground water and sewer capacity in Winnipeg, starting with the most critical areas of the city as recommended by the Public Service.

4. That the Public Service be directed to produce a cost and schedule for a Strategic Infrastructure Plan to enable trade and commerce enabling infrastructure that provides for sustainable social and economic development including levels of service for parkland, greenspace, roads, sewer, and one that determines the servicing capacity including:

   A. Water and sewer capacity needed to promote infill and accommodate new communities.

   B. Road and bridge requirements, including mobility like trucking routes and the movement of goods within the City.

   C. Information Technology infrastructure to promote new investment.

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

D. Infrastructure needed for effective emergency services.

5. That the Strategic Infrastructure Plan and cost be referred to the 2022 balanced budget update process.

6. That the Public Service be directed to amend the By-law in accordance with Recommendation 1 and bring same directly to Council for second reading.

7. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.