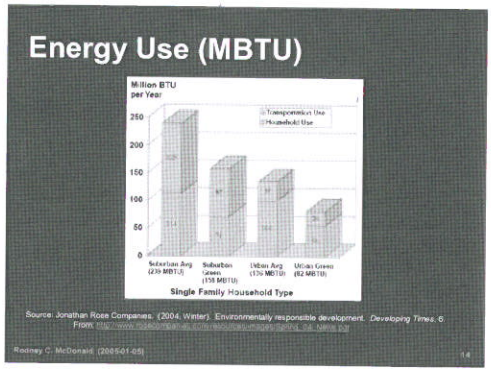


Energy Use

I'll preface this slide by saying we would have preferred to do these calculations for Winnipeg, however as I have stated previously the timing of this meeting, the limited time to review existing reports, and the lack of resources at our disposal, prevented us from undertaking such an analysis. Nonetheless, from personal experience we believe that local data would follow a similar pattern.

I ask the members of EPC to please turn you attention to the last page of your package.

This is page 7 from the Winter 2004 Developing Times Newsletter published by Jonathan Rose Companies. I will read the first three paragraphs on this page, beginning with the first paragraph, second sentence.

"Of all of the aspects of development no single act has a greater positive or negative impact on the environment, on community and on the quality of residents' lives than the location of a project. And, of all

the locational issues, selecting locations that reduce the use of the automobile is most important."

"This BTU chart [for single family household types] tells the whole story." I will pause for a moment to explain the chart for the record. The chart presents Millions of British Thermal Units per year on the vertical axis, and four different housing and location types on the horizontal axis – suburban average, suburban green, urban average and urban green - with the total annual energy consumption in million BTUs indicated for each of the four types. The yellow sections of the bar graphs indicate annual household energy use and the blue sections indicate annual tranpotation energy use.

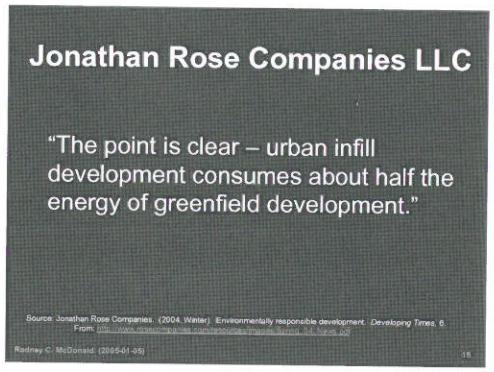
Returning to the reading, "A normal single-family house in the suburbs consumes 114 million BTUs
of power for the house, but 125 million BTUs for the transportation to get to and from the house, for a total of 239 million BTUs. If you build a green suburban house, and make the house and car energy efficient, you can reduce
the household's energy consumption by perhaps 30%, but the house and its transportation burden still consumes 156 million BTUs."

"Now let's look at a normal, nongreen urban house – the same size as the suburban with the same amenities. Simply because of its location, the house and transportation budget combined is reduced to 136 million BTUs,

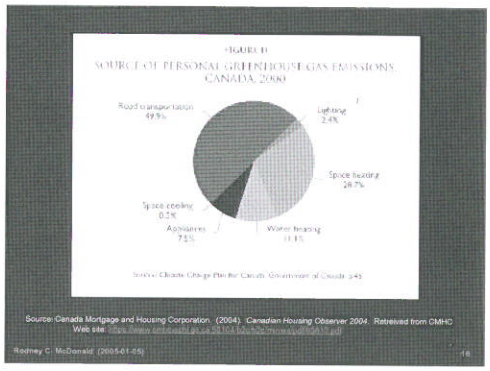
which is significantly less than the green suburban project. The transportation budget assumes most trips are done by walking, bus or transit, but does include some car driving, and provides for a car trip to go to the country, skiing or hiking on the weekends. Finally, if you make the urban house green, and replace the normal car with a hybrid car, the total energy budget goes down to 82 million BTUs, only 36% of the standard suburban household's energy use.

Question: In a community where there is neither an automobile industry nor production of oil and gas, which household type would leave its members more prosperous?

And so, next slide please…



"The point is clear – urban infill development consumes about half the energy of greenfield development."



Canada Mortgage and Housing Corporation's (CMHC) newest flagship publication, the Canadian Housing Observer presents a comprehensive overview of Canadian housing conditions, trends, and key factors behind them.

The Observer examines the state of Canada's housing from a variety of important aspects, with ample use of charts and data. Bringing together national coverage with details on provinces and major metropolitan areas, it is an important tool for identifying, addressing and monitoring Canadian housing trends and issues.

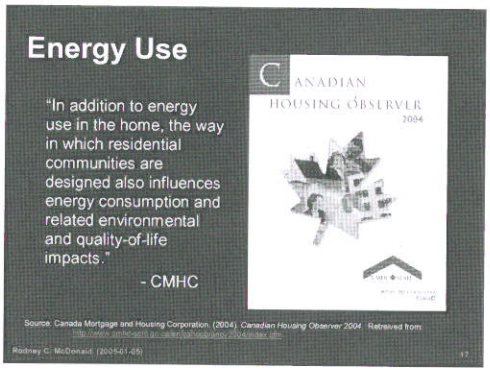
On page 15 of the report, Under a subsection titled Housing, Commuting Patterns and Sustainable Communities, CMHC states:

"As this figure, borrowed from the Climate Change Plan for Canada, shows, half of Canadians' greenhouse gas emissions stem from passenger road transportation, which is almost five times the share of household appliances and lighting combined. This means that a 20 per cent drop in passenger road transportation would have a greater

impact on personal greenhouse gas emissions than completely eliminating the emissions from all appliances and lighting."

"Passenger road transportation includes commuting between home and work, school, and general errands. By extension, community design that reduces the need for road travel through increased densities, mixed commercial and residential neighbourhoods and alternate commuting options would translate into reduced greenhouse gas emissions."

This cities that address this transportation issue are the cities that will win in the future.



So CMHC conclusions mirror those of Jonathan Rose Companies.

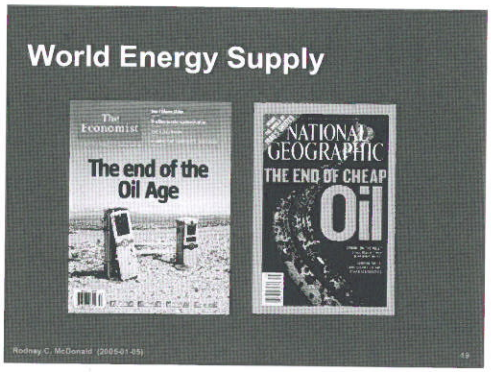
"In addition to energy use in the home, the way in which residential communities are designed also influences energy consumption and related environmental and quality-of-life impacts."

Contributing to Alberta's Wealth


BLACK GOLD, BLACK INK

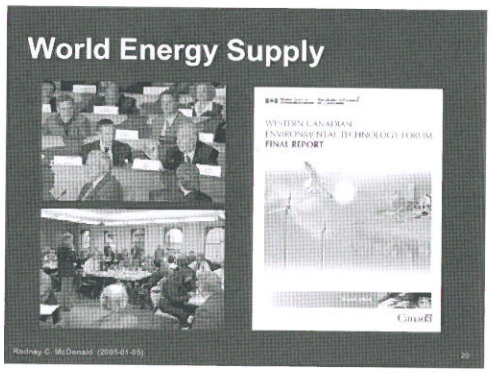
Rift grows between oil-rich Alberta and rest of Canada

Source: (2004, September 18). *National Post*, p. A1



"The Stone Age did not end for lack of stone, and the Oil Age will end long before the world runs out of oil." These works, a quotation from a Saudi Arabian who served as his country's oil minister three decades ago, open the cover story of the October 15, 2004 issue of The Economist.

The demand from China – 1,000 one Million person citied in the next 25 years.



On December 5, 2003, I and a handful of other Manitoban's were invited to attend a forum on Environmental Technologies in Vancouver, hosted by the Honorable Stephen Owen, Minister of Western Economic Diversification. The forum was attended by leaders of industry, academics, non-governmental organizations, and government officials, including then Prime Minister elect Paul Martin, to discuss how to facilitate collaborative action, improve adaptation of environmental technologies, and expand international markets for western technologies.

During Minister Owen's opening remarks he stated, and many agreed, that this century will mark the end of the hydrocarbon era. I mention this only because the Incremental Costs & Revenues for Waverly West are forecasted for 80 years, however I don't see where an potential end to hydrocarbons has been factored into the analysis, nor do I see different collections of calculations to consider various scenarios with respect to future fossil fuel supplies.

Although many will think of the oil shocks of the 1970's and think scenario planning for a post hydrocarbon world is yet unnecessary,

this time round it is important to consider the massive influence China is having on demand for world oil supplies. It is mind boggling to consider, however China is currently planning for 1000 new 1 million person citied over the next 25 years. Thus, you may want to not only factor this into the financial calculations for Waverly West, but also the long-term planning of the city.



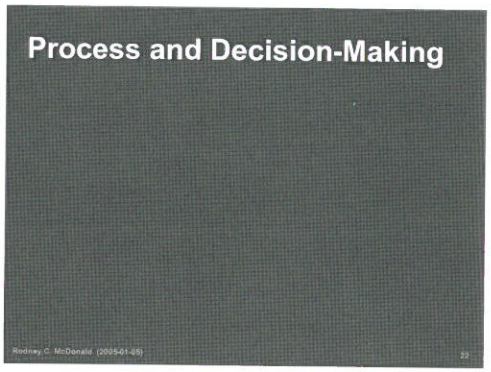
Winnipeg 1905: Main Street looking north from Portage Avenue

Source: Virtual Heritage Winnipeg Gallery: http://www.virtualheritagewinnipeg.com/gallery.htm

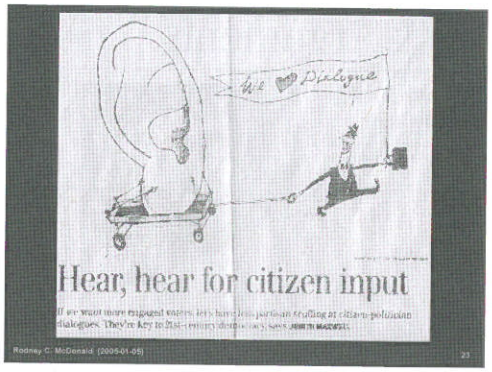
Rodney C. McDonald (2005-01-05)

21

Population was under 139,863 (1908).



Finally, I would like to talk to you about process and decision-making.



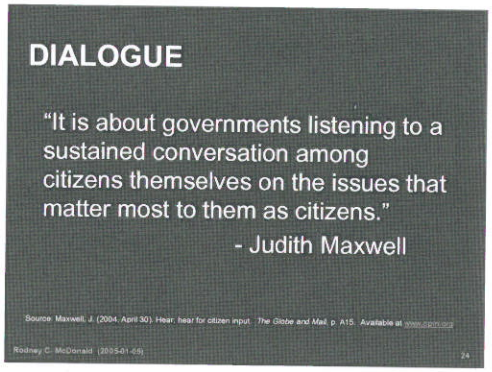
This graphic from an article that appeared in the April 30, 2004 issue of The Globe and Mail. For those of you not able to see the screen, the title of the article is "Hear, Hear for Citizen Input" and the caption reads " If we want engaged voters, let's have less partisan scoffing at citizen-politician dialogues. They're key to 21st-century democracy, says Judith Maxwell."

In case you are not familiar with her work, before I continue allow me to tell you a bit about Ms. Maxwell. Judith Maxwell is the President and founder of Canadian Policy Research Networks and is a highly regarded commentator on economic and social issues in Canada. Federal and provincial ministers and senior government officials consult her regularly for her insights on issues of national significance.

In 1985, the federal government named her Chair of the Economic Council of Canada, a post she held for seven years. She studied at the London School Economics, and she is a member of the Order of Canada and a member of the Board of Directors of BCE Inc.

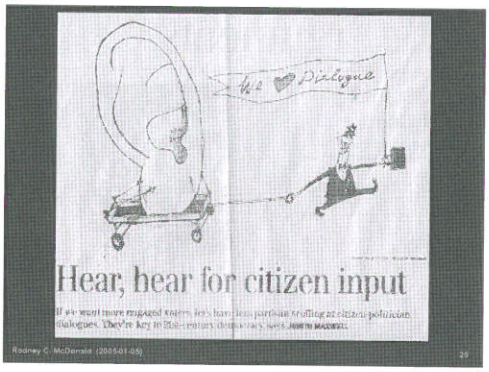
Returning to the article, Ms. Maxwell begins by stating that " So many Canadians – especially young people – are turning off politics. Non-voters say they don't participate because politicians are irrelevant to the lives they live, and there is no opportunity to contribute to conversations on public policy."

You might ask. What is dialogue? According to Maxwell, "Dialogue is an essential ingredient for representative government in the 21st century."



"It is about governments listening to a sustained conversation among citizens themselves on the issues that matter most to them as citizens."

[NEXT SLIDE – return to previous slide]



"A citizen dialogue requires a neutral space where people feel safe to speak out." I believe this neutral space cannot be created during a public hearing where people are asked to choose sides even before entering the room. Maxwell says dialogue "requires clear and objective background information, well trained facilitators, a thoughtful process and an important policy question. Typically, it is a public policy issue that is at a major turning point, where a government faces decisions that may break from the past."

Dialogues are taking place across Canada. For example, the Ontario government hosted a dialogue with a randomly selected group of 250 citizens on the province's budget strategy for the next four years. In British Columbia, the members of the B.C. Citizen Assembly were chosen from electoral lists in each riding.

What are the outcomes? Of course ordinary citizens do not become policy experts after nine hours of discussion, however, according to Judith Maxwell, "They do make a unique contribution to policy – one

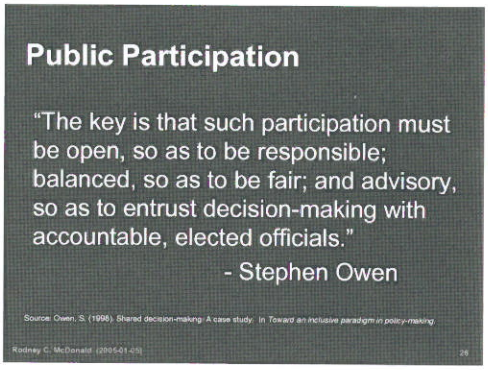
hearings, but instead a government that creates a neutral space for people to engage in thoughtful dialogue like that which I've described here today.

that governments cannot derive from the experts and stakeholders whom they often consult. First, citizens provide a framework of values and principles to guide decision-making. Second, they state the conditions under which they would approve a particular approach."

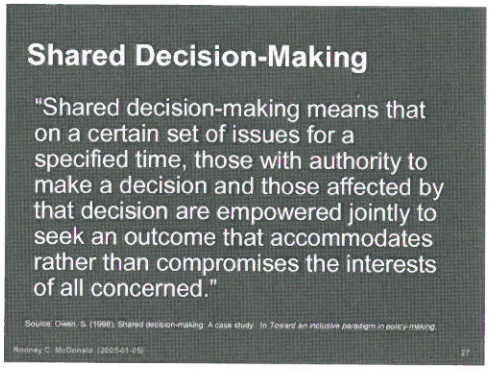
"The Ontario citizens convinced each other, for example, that the government should be charging the full cost of services like water and electricity that consume natural resources. The only condition is that the new fee structure should be designed to protect vulnerable people." In all of the dialogues hosted by the Canadian Policy Research Networks to date, they have discovered policy choices that are well ahead of what politicians consider possible.

Finally, Maxwell writes that the third "and most precious outcome of dialogue is civic literacy. The citizens in the Ontario dialogue learned a lot about budget-making and about difficult process. They began to understand how though these big policy decision are, and they were astonished at how much common ground there is across polarized society.

As so, as a citizen of this community I'm here to tell you that I want to become engaged in the decision making of my local government. I want to participate in a dialogue on important public policy issues with my fellow citizens, including the people who are the primary proponents of this proposed amendment and Waverly West. I do not want a local government that polarizes issues by hosting only public

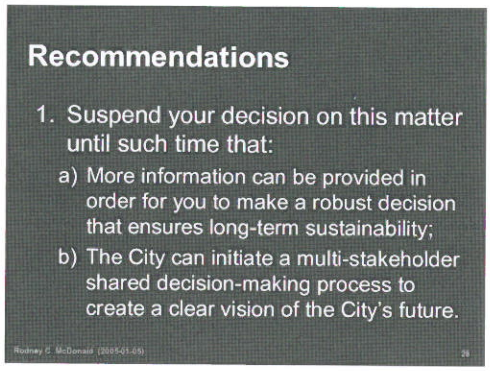


The Honourable Stephen Owen, currently Minister of Western Economic Diversification, has also written about public participation. In an article titled, "Shared Decision-Making", Minister Owen states "Representative government can be supplemented effectively with greater public participation by drawing on the best of of both direct democracy and sectoral interest negotiation. The key is that such participation must be open, so as to be responsible; balanced, so as to be fair; and advisory, so as to entrust decision-making with accountable, elected officials. An effective example is the 'shared decision-making' process pioneered in British Columbia to negotiate long-term, sustainable uses of public forests and other natural resources."



"Shared decision-making means that on a certain set of issues for a specified time, those with authority to make a decision and those affected by that decision are empowered jointly to seek an outcome that accommodates rather than compromises the interests of all concerned. Shared decision-making draws on as broad a range as possible of perspectives, interests, and experiences to help government develop and implement public policy. In public policy negotiation, where the fullest range of interests are effectively represented in a balanced process, the consensus reached should be politically irresistible to government."

NEXT: Recommendations

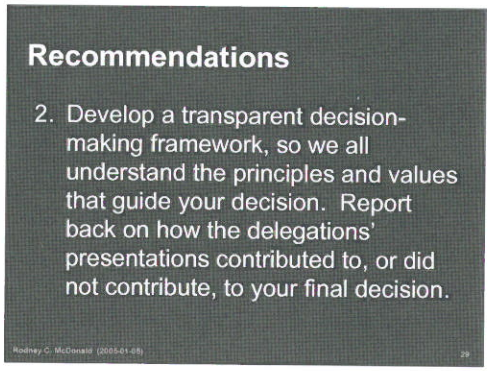


Recommendation #1

Suspend your decision on this matter until such time that:

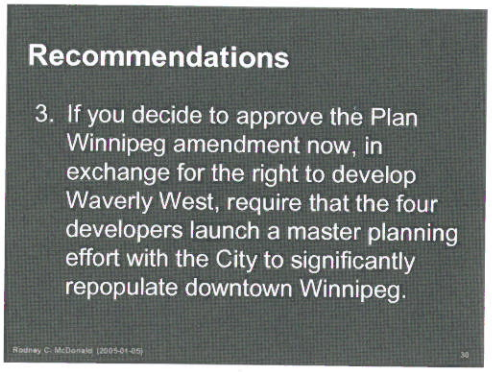
a) More information can be provided in order for you to make a robust decision that ensures long-term sustainability;

b) The City can initiate a multi-stakeholder shared decision-making process to create a clear vision of the City's future.



Recommendation #2

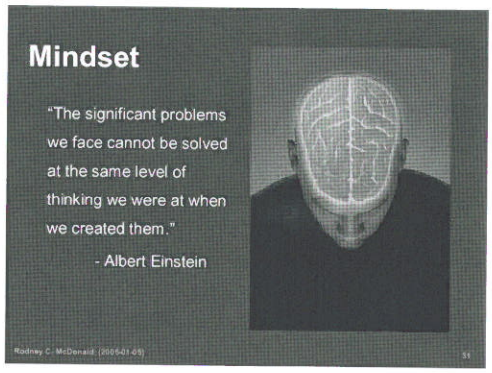
Develop a transparent decision-making framework, so we all understand the principles and values that guide your decision. Report back on how the delegations' presentations contributed to, or did not contribute, to your final decision.



Recommendation #3

If you decide to approve the Plan Winnipeg amendment now, (similar to the agreement between John Knott and the City of North Charleston [see Slide 9]) in exchange for the right to develop Waverly West, require that the four developers launch a master planning effort ~~to help guide repopulation of downtown Winnipeg~~.

with the city to significantly repopulate downtown Winnipeg.



I want the same things as everyone in this room. I want a city that Winnipegers' boast about and a city that others want to come and visit, have to come and visit because they've heard such great things about it. I want a city where the local political leaders can focus more on planning for the future and less on dealing with current problems created by certain decisions made in the past.

You are the political leaders of this city. You have the opportunity, and, I think, the responsibility, to lead this city to a future that is sustainable (in every sense of the word). To a future that is prosperous. To a future that restores Winnipeg as one of the great North American cities and puts it on the radar once again of the best and the brightest. To a future that embraces all of the citizens and provides them with the opportunity to co-create with you the vision for this city.

In closing, I ask that you deliberate with a mindset focused on sustainability, and consider your decision from the perspective of the leaders that will fill those seats in 50 to 100 years.