

## *OurWinnipeg* Community Advisory Committee Meeting Summary

**Date:** August 26, 2020

**Location:** Online meeting

**Attendees:** 8 members

Welcome to David Jopling, the new Manager of Urban Planning and Design, who is the new chair of the OurWinnipeg Community Advisory Committee per the terms of reference. The OurWinnipeg team shared an update of public engagement that took place until August 10, 2020 and meetings with external stakeholders that continue until the end of August and written submissions being accepted until September 15, 2020. The OurWinnipeg team will look into options and interest from members to continue participation on the committee through the OurWinnipeg Strategic Priorities Action Plan process. Next meeting will be scheduled as need arises. Michael Robinson and Michael Pyl presented an overview on the draft Complete Communities Direction Strategy 2.0 (CCDS 2.0) and the following discussion occurred.

- A member asked how much participation was received through the online public engagement tools. The team responded that 105 online surveys were submitted, and a few discussion forum posts, questions/comments. The OurWinnipeg online public presentation had over 60 participants and Complete Communities had around 46 participants. Participants of the website Question and Answer section and outstanding questions posed at the virtual presentation was 171.
- A member asked how much involvement Councillors have had in the review process. The team responded that three meetings have occurred since November 2019 to share information and hear feedback on draft policy.
- A member asked why in CCDS, principle 3 says "Complete Communities supports a pedestrian and transit friendly environment" rather than "an active transportation and transit friendly environment". The CCDS team will give this some consideration. The principles were developed from the 2011 CCDS and only modified a bit through this review since they are still relevant.
- A member asked about how the City will incent or direct developers to areas the City wants growth to locate such as downtown, and mixed-use corridors (i.e. this subset provide best opportunities for complete community principles). The CCDS team highlighted the prioritization list on Page 29 of the draft. It sets out a prioritization of areas when the City is using enabling tools to facilitate, residential, commercial, and office development. Enabling tools can include infrastructure, incentives, zoning, partnerships, and planning.
- A member asked if the zoning by-law needs to be updated to support development along transit routes? The CCDS team shared that zoning by-laws needs to align with CCDS. As part of the Implementation Plan an update to zoning by-laws is a high priority with an estimated cost of \$1 million. Ten years ago, the City-wide by-law was updated by a consultant and it cost about \$500,000.
- A member shared that high density uses on transit routes are very static and are mostly in built up areas. Transit typically follows development/density. How will new communities be mixed-use and complete? CCDS Team responded that the Transit Master Plan process is proposing a strong

network of high frequency transit with feeder routes. Density won't prevent medium multi-family residential development, but highest density levels may be focused on transit routes. It is a guideline that would inform the development application process. Member thinks that the 'devil is in the details' and a developer won't know until they come in for a permit. There will be a gap between CCDS policy and the zoning by-law until an update occurs.

- A member asked if Priority Corridors identified in CCDS are ranked. The CCDS team confirmed they are not ranked.
- OurWinnipeg 2045 prioritizes vulnerable road users but a member didn't see that carried over into the CCDS 2.0. They found most CCDS policies/narrative refer to supporting or providing all modes or a variety of modes of transport. There seems little in the way of managing transportation demand to meet existing transportation system capacity. CCDS team responded that they are working in concert with Transportation Master Plan that is underway and defer to that process. The CAC member reminded the group that CCDS has more teeth as a by-law compared to the Transportation Master Plan (TMP) being a Council policy. Critical components such as referencing vulnerable road users should cascade from OurWinnipeg, to CCDS to the TMP.
- A member was excited to see the new Mobility section.
- A member asked about the Reinvestment Areas section. Another member shared about the importance of this section and asked for more clarity and detail. CCDS Team responded that there isn't a specific geography defined but it will be defined going forward based on indicators. A fluid process with ebb and flow of neighbourhood needs is important. Once the Reinvestment Areas are identified they will have additional priority. We are working with the Poverty Reduction Strategy team to align with areas of highest needs.
- A member shared that Reinvestment Areas have been critical in housing investment and development. There is a benefit to flexibility for change over time but over a long period of time and cautions about not pulling out investment from these areas too early. Social services, community development fields are interested to see what the City does with this section. They cautioned about spreading very scarce resources over large areas which could mean limited impact. For example, Pembina strip has low-income housing but not as in much need as William Whyte neighbourhood. The CCDS team shared the commitment to bring forward indicators as internal efforts to define them a few years back weren't brought forward for consideration beyond the department.
- A member asked if CCDS addressed climate change regarding heating buildings old and new without natural gas, and using geothermal as an option. They recalled that when Waverley West area was being planned, a district heating system was proposed but one reason it couldn't be implemented due to a permitting issue. How will the City ensure that permitting is not an issue going forward for district geothermal heating systems? Another member shared that CCDS policy highlighted alternative service delivery through alternative energy sources which could enable geothermal. The CCDS team committed to look into this further. Some policy has been elevated from the Climate Action Plan to OurWinnipeg.