

OurWinnipeg Community Advisory Committee Meeting Summary

Date: March 22, 2018

Location: Millennium Library

Attendees: 12 members

Overview

Mike Pyl, Long Range Planner, provided an overview presentation on the draft report of the Employment and Commercial Lands Study conducted as part of the OurWinnipeg review. Brett Shenback, Principal Planner, provided an update on the OurWinnipeg Framework for Residential Growth and shared the approach to the Phase 1 What We Heard draft report. The following discussion occurred.

Employment and Commercial Lands Study Presentation

- Erosion of Employment Lands
 - A member requested clarification on what 'erosion' was referring to. Is the amount of employment land actually eroding or under threat when the City has so much of it? The erosion is linked to development of cheaper employment lands for commercial uses with high value ventures rather than preferable core industrial and office uses.
 - Members suggested that having larger geographical areas designated for employment lands (typically on the outskirts of the City, where there are larger land parcels) may not align with sustainability goals such as having people live close to where they work and decreased use of personal vehicles. Some locations are incompatible with bigger retailers or industries closer to City centres but many can be accommodated which is preferable.
- Constrained Supply: The City of Winnipeg's annual employment land absorption rate is 14 hectares per year as compared to other cities such as Edmonton whose average is 91 hectares per year. Winnipeg is facing a significant shortfall of serviced employment lands.
 - A member highlighted that the City's infrastructure deficit likely reduces the capacity of the City to service employment lands.
 - A member requested clarification about how the demand projections were made. Land is assessed by floor area, and then the consultants extrapolate the number of jobs based on density standards for different land uses.
- Competitiveness vs. Capital Region- municipalities in the capital region are expanding their employment lands at a faster rate than Winnipeg.
 - The City enters into servicing agreements which perpetuates the purchase of cheaper land outside of the City.
- Commercial Land Needs: The City has a surplus of commercial lands required to accommodate forecasted growth over the next 20 years.
 - A member cautioned the projected analysis for commercial uses because of the increasing trend of online retailers instead of in person retailers and the impact this would have on transportation needs.
- The report is intended to become public in the near future.

OurWinnipeg Framework for Residential Growth

- IBI has been hired to work with the Urban Planning Division to conduct the study that will develop criteria, weighting of the criteria, scenario planning and recommendations on about 100 or so geographies designated for residential development.
- CAC members were interested in having a workshop hosted by IBI in May 2018 to discuss the criteria and how weight should be determined.

Feedback on 'What We Heard' Draft Report

- A member requested that the bottom photo on page 17 change as it is a rendering of a proposed design, not a real location in Winnipeg that has examples of active transportation infrastructure.
- Clarification was requested for the transportation statistic in the infographic on page 6, specifying that commuting is to work.
- There was discussion about if it was clear enough that the Community Feedback infographic, Top 10 Issues image was only the respondents from OurWinnipeg consultations and not a representative sample. A member suggested that roads and public safety are typically top issues.
- One member shared that the common messages were well distilled from the last time CAC members saw them and that the project team had done a good job.
- A member found the report to be too wordy and requested more plain language to be used.
- Ten goals were proposed for committee discussion. The intent was to help transition "What We Heard" into Phase 2, to confirm the goals, then develop aligning policy objectives and implementation strategies through additional stakeholder conversations.
 - Members felt strongly that the goals as presented should not be included in the report for the following reasons. More tangible goals might be useful in the future, when policy analysis, engagement and research are complete.
 - It was suggested that the proposed goals are the "let's be nice to everyone" goals that are aspirational and inclusive but it isn't explicit how the goals enable the City to create a good policy document.
 - Members wanted more tangible goals not 'wishy washy' language that doesn't commit to tangible actions. E.g. What is the ultimate transportation modal split or that priority should be given to non-personal vehicle use?
 - It will be important to demonstrate the interconnections between the goals. They could be renamed or framed as principles or shorter value statements.
 - It was suggested to cross reference the goals between themselves to ensure they do not conflict. E.g. reducing greenhouse gas emissions and a range of transportation options.
 - A member reminded the City that we need to connect the dots between what is in current policy to be improved and the budget process.
 - A member shared that none of the goals are unique to the authenticity of Winnipeg.