



Winnipeg's Climate Action Plan

Planning for Climate Change • Acting for People

Public Priorities Workshop Engagement Summary

February 27th, 2018

Table of Contents

1	Introduction.....	1
2	Public Priorities Workshop - Intended Outcomes	1
3	Recording Engagement Feedback	1
4	Event by The Numbers	1
5	Engagement Analysis Methodology.....	2
6	Workbook Results Summary	2
	Buildings (Residential, Commercial, Institutional, Industrial)	2
	Land Use (How we build and grow our city)	6
	Transportation	9
	Waste.....	13
7	Dotmocracy Exercise	16
8	Engagement Workbook.....	21
9	Large Posters – Dotmocracy Exercise.....	22
10	Public Workshop Engagement Workbook Feedback	23

1 Introduction

Recognizing that climate change is a serious global environmental problem, the City of Winnipeg is moving forward to develop a community climate action plan, an initiative called the *Winnipeg Climate Action Plan: Planning for Climate Change. Acting for People*.

This public workshop builds on a series of other engagement activities by focussing discussion topics on what was previously identified as priority areas for addressing climate change. These topics include: buildings, land use, transportation, and waste. Workbooks were provided to participants with questions specific to each of these topics to further guide discussion and ideas on these priority areas.

2 Public Priorities Workshop - Intended Outcomes

- Provide participants with an opportunity to learn about the City's Climate Action Plan and present major milestones in the project – what has been done to date and what is upcoming.
- Provide a description of activities and outcomes from the first phase of the project, including key themes identified during the first phase.
- Collect feedback from participants while they discuss and reflect on key actions that are part of the draft Climate Action Plan.
- Collect input from Winnipeg residents on 4 climate action plan topics that required more in-depth community input (buildings, transportation, land use, waste).

3 Recording Engagement Feedback

The bulk of participant feedback was collected in engagement workbooks. See Section 8 for a copy of the blank workbook.

Large posters were used for a dotmocracy exercise which aimed to collect information to help the City prioritize and explore perspectives about financing the implementation of actions contained in the Plan. The questions posed were as follows:

- Help us understand your priorities for Winnipeg's Climate Action Plan. Use the 5 dots provided to highlight which strategic directions are most important to you.
- Do you support the City allocating a portion of general revenue to a Climate Action fund to support the implementation of key climate mitigation actions? Yes | No | Unsure
- Would you support tax or fee increases in order to support Climate Action initiatives? Yes | No | Unsure

See Section 9 for a copy of the blank posters.

4 Event by The Numbers

- 56 event attendees
- 32 engagement workbooks (see Section 10 for all engagement feedback)

5 Engagement Analysis Methodology

Open-Ended Questions

The workbook was comprised of open-ended questions where answer choices were not provided, responses were categorized into themes that emerged. Some responses contained multiple themes, while others only one or two. Themes were not calculated as percentages due to the small sample size. Responses that did not fit into a theme were classified as 'other.' All full written responses collected in the workbooks are provided in Section 10.

Dotmocracy

Participants were handed dots (five stickers) in order to answer the three questions on large poster boards. Participants were given an opportunity to use sticky notes to provide rationale for their answers. The number of answers in each of the categories was counted.

6 Workbook Results Summary

Public Priorities Workshop participants had the choice of discussing three out of four of the following topics contained in the workbook:

- Buildings
- Land use
- Transportation
- Waste

Participants moved to a table where discussion was facilitated in a group setting about each topic. Participants discussed their ideas, listened to others at their tables, and recorded their ideas in their workbook. Below is a summary of the questions and select responses for each topic area.

Buildings (Residential, Commercial, Institutional, Industrial)

Q1: The City is considering several opportunities to help encourage building owners to comply and 'go beyond' current Energy Code requirements in new construction:

- *Incorporate energy performance requirements in the City's land use and development approval processes.*
- *Require storm water management through tree canopies and green roofs to enhance the energy efficiency of buildings.*
- *Increase enforcement of the energy efficiency requirements in the Building Code*
- *Provide financial incentives to building owners that encourage high energy efficiency performance*
- *Launch an education and awareness campaign about opportunities to make changes to new home construction*

Which should be top priorities for the City? Why? Who are the key community partners?

The following themes emerged:

Theme: Construction

Many participants indicated that promoting the use of green building materials and high efficiency construction processes will reduce the greenhouse gas emissions from new development.

What You Said

- Start simple, with energy efficient lighting/plumbing and retrofitting. Standardization is relatively simple to implement without manually rewriting large portions of building code. Properly insulated buildings require far less energy to heat (and cool).
- Zero net energy requirement for all new development.
- All city examples or city funded buildings should meet LEED standards (Lead by example).

Theme: Energy Efficiency and Renewable Energy

Participants specified that increasing energy efficiency along with specific renewable energy requirements for solar should be a priority for new construction.

What You Said

- Energy audits.
- Subsidize and install solar panels.
- Require solar panels on all build-ups. Adopt positive energy performance standards. Require that all buildings be engineered to a longer service life (centuries instead of decades).
- Zero net energy requirement for all new development.
- Incorporate energy performance requirements in the city's land use and development approval process.

Theme: Education

Participants noted the importance of providing education opportunities to the public. Topic areas might include reducing energy use in buildings, related opportunities for new development. This could be a helpful tool for increasing awareness of both the significance of climate action and how small lifestyle changes can be impactful.

What You Said

- Launch an education program on new home construction; include education on how to improve homes by going above and beyond code.
- People will be motivated when we educate them about how serious climate change is.
- Provide support funding to youth-based empowerment programs (ex. BUILD and AKI energy models) to help them learn and support community green retrofits. Include training programs. Promote career skills appropriate to 'jobs of the future'.

Q2: Here are a few actions we are considering to reduce GHG emissions in existing buildings:

- *Provide resources to support energy audits of existing buildings.*
- *Provide financial incentives to building owners that increase energy efficiency or install renewable energy systems.*
- *Develop loan or grant incentive programs to support energy efficiency or renewable energy upgrades.*

Which should be top priorities for the City? Why? Who are the key community partners that should be involved?

Participant responses varied and a range of ideas were recorded. A key priority for participants was for the City or other partners to provide incentives to take action. Manitoba Hydro, BUILD, the Aboriginal Centre and local neighbourhood associations were identified as key community partners. The following themes emerged:

Theme: Incentives

Participants indicated that the City needs to provide incentives to better encourage residents to improve the energy performance of their homes and other daily choices.

What You Said

- Pay as you save loans for green technology.
- The only reason any building wouldn't be built with more "green" technology is usually cost; Offsetting the initial "sticker shock" via subsidization could turn people to such things.
- I would love to see the city provide loan and incentive programs above and beyond what Manitoba Hydro and LEED provides.
- Provide financial incentives to building owners. Remove deadlines and undertake more marketing about the incentives; make them available for a longer period of time. Set some requirements for older buildings or large land developers. Set mandatory requirements and approval processes. Give tax breaks for improvements. Do inspections of buildings to ensure they measure up to new codes of energy efficiency. Make it a regulation.

Theme: Energy Audits

Participants specified that if energy audits are encouraged or required, building owners can be encouraged to reduce building energy and emissions.

What You Said

- Energy audits for large commercial buildings and property.
- Maybe there should be a penalty for not having an energy audit.
- Many cities require audit and energy leadership as conditions of sale. Set a net zero target and work back from there to required codes.

Q3: If each residential and commercial building had a label detailing how much energy it used (like the energy star labels on appliances), would this help you understand energy use at home or work? What are challenges and benefits of this type of program that we should consider?

There was little consensus evident in the responses in terms of the practicality of an energy labeling program, and the associated challenges and benefits. Most participants suggested that the labeling program would be beneficial but were not convinced of its value over other actions. Key challenges highlighted included reliability and the cost and administrative burden of running the program. A building energy label may only reflect the theoretical energy used in a building, and therefore be significantly impacted by the habits of building occupants.

Several participants highlighted that a building labeling program should be combined with an incentive program to assist with changes to the building once a label has been produced.

What You Said

- A more informed population is definitely needed, and giving buildings a rating might accomplish that, but only if the rating provides some kinds of incentive. Otherwise, I feel that it could be perceived as bureaucracy or red tape.
- I think seeing how your neighbours' use rates compared to your or your other neighbour is a great incentive. Need to have something to compare to.
- I think people who are interested in their impact on the environment will care to consider this information and use it to make a change. The challenge would be to encourage/promote this kind of program amongst individuals who aren't as knowledgeable or interested in their impact on the environment. This might be achieved with further education and incentives.

Q4: Other than direct financial incentives to support action by you and your fellow citizens, how might the City of Winnipeg encourage Winnipeggers to invest in increased building efficiency or renewable energy systems?

Cost savings were highlighted by participants as key motivating factors that support increased building efficiency or renewable energy systems. In the absence of the City offering direct financial incentives to support action, education and regulation were key themes.

Theme: Education

Participants indicated that the City needs to increase awareness amongst residents of the energy saving potential associated with efficient and renewable energy systems. Several participants highlighted that access to information was important and suggested offering a list and contact information for builders and contractors who are knowledgeable in efficient building techniques.

What You Said

- Look at the media campaigns done in the 1970s during the energy crisis. They gave values to actions (i.e. turning off lights in rooms not used saves \$/year).
- People in this city like things cheap above all else. I'm not sure exactly how (not my field of expertise) but if the public can be shown how much money they'd save on bills, I suspect more would care about greener practices.
- More education than is currently available, including options, how individuals can save money by using efficient and renewable energy systems. Provide lists/contact information for contractors who are knowledgeable in using/building these systems.

Theme: Municipal Regulations

Participants specified that further flexibility and innovation is required within municipal regulations, in particular in the application of the Building Code and the Zoning Bylaw.

What You Said

- Expand zoning and bylaws for green technology.
- Building codes – targets within planning and approval process.
- Regulated standards for new and major renovations. See BC's Step Code as an example for setting targets locally.
- City should be more flexible and innovative in making or encouraging changes in citizens motivations. Zoning and bylaws are not up to date.

Land Use (How we build and grow our city)

Q1: The City is considering the following actions for Winnipeg's Climate Action Plan related to land use.

- *Support infill development in Transformative Areas (existing built areas of Winnipeg that are experiencing a lot of change) of Winnipeg to increase overall density*
- *Increase density of new development areas*
- *Design and implement (active) transit-oriented development*
- *Support redevelopment of old/abandoned industrial properties*
- *Preserve and expand urban forests*

Which should be top priorities for the City? Why? Who are the key community partners?

The themes that emerged are very interconnected and pertain to changes in urban form that in turn affect lifestyle choices. Specific ideas regarding key community partners were not identified during these discussions.

Theme: Protect Green Space

Many participants indicated that protecting existing and developing new parks, natural areas and urban forests is important to overall quality of life.

What You Said

- Preserve and expand urban forests.
- Designate each school a park nearby.
- Small parks in dense areas are important for those without yards.
- Expansion of urban greenspace is important to make the city more interesting. I believe all river banks should be parks.

Theme: Compact Development

Participants indicated that increasing densities in new and existing neighbourhoods will reduce sprawl and the unnecessary use of resources. Participants suggested more compact neighbourhoods will also allow for the improvement of transit services.

What You Said

- Design and implement transit-oriented development. Support infill development. Increase density of new development areas.
- I support densification as long as buildings are architecturally interesting and not all built in a short span of time
- Increase density in new and old communities.
- Transit system to create stations which will be the centre of a network of walkable communities surrounded by services. Then walk home to high density passivhaus 3-5 storey residences which create density on smaller physical footprints.

Theme: Alternative transportation modes

Participants highlighted their understanding of the connection between more compact, higher density development and the ability to provide alternative transportation modes. Many participants suggested that increased density could reduce travel times and energy use.

What You Said

- Transit-oriented development and densification must prioritize lifestyles and modes of transport that do not favour cars.
- Ensure that the city grows in ways/areas that can be serviced effectively and efficiently by transit.
- Less distance to travel = less fuel burned. Greater density also lends itself to easier implementation of transit (i.e. Don't have to make routes go "out of the way").

Q2: Climate actions can also involve the City helping to stop certain activities that have been part of how we have lived in the past. One is how we design, and where we build new neighbourhoods. Traditionally development has been cheapest to both build and purchase in the suburbs further from employment centres and transportation choices. It's one of the reasons we spend lots of time in our cars. This link between land use and transportation is a key priority for the Climate Action Plan since transportation makes up almost half of the city's total GHG emissions. And we aren't saying development needs to stop. But we need to start to shift how we grow.

One way to manage growth to support climate action is by directing it to specific areas and setting strong urban growth boundaries.

Are you generally in favour of directing growth to specific areas and setting city growth boundaries (no development outside of the city growth boundaries)? Yes | No | Unsure.

More than half of the respondents indicated that they are in favour of directing growth to specific areas and setting growth boundaries.

What needs to happen in Winnipeg to increase density and support infill development? Describe your answer below. Who are the key community partners?

Several participants highlighted the importance of diverse amenities located within close proximity of homes (such as groceries, schools, banks, pharmacy and more). Several others highlighted challenges with current parking regimes and called on the City to limit parking adjacent to roadways, and remove maximum parking regulations.

Theme: Transit-oriented, walkable development

Many participants indicated that they would like to see more compact development that allows for convenient walking, transit and cycling. These two concepts go hand-in-hand help change urban form in a community.

What You Said

- Would like to see banks, grocery stores, pharmacy, etc. within walking distance of home. Would like to see box stores in malls and closer to bus stops.
- Build grid-based walkable communities and get rid of mandated parking.
- We need to build a model walkable complete community so that we can promote the concept as a real life positive choice alternative to single detached, low density, car dependent shopping centre, box store life choice.
- Need to enable and favour infill development projects. A key barrier is when projects are able to be halted by small groups of citizens with a not-in-my-backyard attitude. Projects that meet goals or criteria (to be defined) that support the climate action plan should be given weighted consideration, with a higher level of proof put on those trying to stop infill/densification development.

Q3: The City is considering ways to preserve and expand urban forests with the following actions:

- *Implement policies and bylaws that further protect critical greenspaces*
- *Increase investments into the expansion of existing urban forests and canopies*
- *Subsidize residential and commercial land owners to plant new trees*

Which should be top priorities for the city? Why? Who are the community partners that should be involved?

Most participants agree that maintaining urban forests is a top priority. One participant made a note to ensure that subsidies for tree planting also go to maintaining the trees.

What You Said

- Increase investments into the expansion of existing urban forests.
- Pocket parks should be considered. Some cities have developed pocket parks in conjunction with streetscaping, especially at intersections where directions are considered to reduce cut through traffic.
- Create more green corridors connecting neighbourhoods (e.g. West End). Help city residents to access parks and conservation areas outside of the City.

Q4: Other than direct financial incentives to support action by you and your fellow citizens, how might the city of Winnipeg encourage Winnipeggers to invest in density and infill development?

Few concrete ideas emerged for alternatives to direct financial incentives to support density and infill development. Several participants suggested that disincentives to sprawl and development at the edges of the City could help to encourage infill. Another participant suggested that promotion of alternative lifestyle to the low density norm is necessary. What is clear from the responses is that participants can envision the benefits that come from a City comprised of complete communities.

Theme: Complete Communities

What You Said

- Thoughtfully design neighbourhoods – community green space, grocery, gym, other amenities, walkable areas, increased opportunities for commuting via cycling, master plan/design process that allows for long-term planning.
- Complete communities, grocery stores walking distance, infill green spaces.
- Support community festivals. Neighbourhood block parties, music concerts.
- Demonstrate a complete community neighbourhood. Show how family finances can change with no energy costs for passivhaus multiplex, no car payments and no Autopac bills, pooling/sharing resources. Now money can be redirected to other interests, needs, wants. Could even reduce the amount of paid employment needed.

Transportation

Q1: There are many possible features that could increase transit use in the City:

- *More frequent transit schedule (less than 10-minute wait)*
- *Rapid transit routes*
- *Bike racks on all buses*
- *Additional routes (to/from_____)*
- *Increased cost of parking at destination*
- *More park and ride opportunities*
- *Better technology to integrate all transportation options and payments*
- *Better route and schedule information*
- *Improve active transportation and transit connectivity*
- *Secure bike parking*
- *Other:_____*

Which should be top priorities for the City? Why? As you answer this question, consider what would help you take transit more often. Who are the key community partners? If you don't take transit, what might convince you to consider it?

Participants were asked to provide their own individual opinions on what the City can do to make transit service better to increase ridership. Several participants highlighted the importance to switching to an electric bus fleet. A few additional themes emerged from the answers:

Theme: Improve Service Schedule and Reliability

Many participants indicated that the frequency of the current transit service must be increased to improve reliability of the system and encourage ridership.

What You Said

- Rapid transit should be finished as soon as possible. More timely buses, especially at night are critical; on one of my routes the wait times are around 40 mins after 9pm.
- Studies say frequency. Frequent transit – make transfers easier, makes spontaneous trips possible, makes transit competitive.
- Frequent service, sky train, more reliable, filler bus-shuttle bus.
- 24 hr, 15 min schedule – reliable/consistent/safe. Make routes available all day not just during rush hour, use smaller buses if needed. No 'out of service' buses unless they are broken.

Theme: Better Integration

Participants indicated that the current transit system is not well-integrated with technology, making it difficult to use and less appealing. Safety was also raised as an issue by several participants although they did not elaborate on their comments.

What You Said

- Reloading Peggo card on demand to use immediately.
- From where I live, it is a long walk to the route I need, or a long commute with changes to get where I need to go. It is not convenient, or appealing.
- Increasing the ease of taking and using transit. At this point in time, it's simply more convenient and easier to take my car. Make transit more safe to use.

Theme: Connectivity to Other Modes

Participants indicated that the transit service needs to be better connected to other modes of transportation, including walking, biking, car co-ops, and park and rides.

What You Said

- Coordinate busy stops with additional bike racks, car co-op stops, park and ride
- Bike racks on all buses.
- Implementing a system in which different types of transportation are coordinated and easy to use. Park and ride options.

Q2: What is your greatest motivation for using active transportation (walking, cycling) to get around the City? Check all that apply.

- Convenience
- Exercise/health
- Affordability
- Reducing GHG emissions
- Other_____

Provide rationale for some of your choices below.

Participants were asked to provide their own answers for why they are motivated to use active transport in Winnipeg. The following themes emerged:

Theme: Cycling Infrastructure

Some participants indicated that they are currently motivated to cycle because of the provision of cycling infrastructure, and that motivation would increase further if there was a greater abundance of infrastructure in place.

What You Said

- Bike trails/lanes (actual lanes) would help.
- Public bike share, integrated bike paths, protected bike lanes.
- Would be interested in cycling through winter but only on protected bike lanes or pathways that are quickly and predictably cleared of snow.
- Make transit something everyone wants to use instead of something some have to use! Make it a great experience: friendly, clean, easy, timely. Need more bike lanes and better connectivity. Bike education. Partners: community bike hubs, The Wrench, Active to Safer Routes to school, Green Action City, University Student Association.

Theme: Convenience

Some participants indicated their motivation for using active transport modes is the convenience it provides.

What You Said

- Convenience – it's easy to know approximately how long it will take to get to destinations.
- Convenience, exercise/health – in summer the routes are easy and clear.
- Living and working in the core area it is much more convenient to walk or bike – being shackled to a car, the hassle of parking.
- Convenience – I live in a relatively high-density neighbourhood, I can access most of my needs within a five-minute bike ride.

Theme: Health Benefits

Participants also indicated that they are motivated to use active transport modes because of the added health benefits.

What You Said

- Exercise/health for my own mental health and well-being.
- For me, incorporating walking and biking into my life is for physical health benefits, but I also gain by not paying for a car or bus service.

Q3: Electric vehicles offer an opportunity to drastically reduce GHG emissions from vehicle use – a priority area also identified in the provincial and federal climate action plans.

Would you like to see the city support EV uptake by investing in public charging stations? Are there other actions the City could take to increase uptake?

Participants were asked to provide individual opinions on municipal investment in electric vehicle infrastructure. Most participants agreed that they would like to see such investment by the City (61%). Comments did not focus on how the City can increase uptake, but instead focused on the challenges of electric vehicle technology and the need for the city to prioritize effectively.

Theme: Prioritize Transit and Complete Communities

Many participants indicated that even if the City increases investment in electric vehicle infrastructure, investment in transit and complete communities should not be decreased.

What You Said

- Not a huge fan of electric vehicles since it simply allows/encourages solo driving commuter behaviour. It doesn't offset issues of congestion, parking, maintenance that comes with single-passenger vehicles. More interested in buses/public transit and electric buses.
- A functional transit system is a much more important priority. Buses carry so many more people – less wear on infrastructure.
- We need to step away from the car culture mindset and focus more on alternative transportation options – electric buses.

Q4: Other than direct financial incentives to support action by you and your fellow citizens, how might the city of Winnipeg encourage Winnipeggers to invest in, or utilize sustainable transportation options?

Participants provided individual feedback on how the City can better support and invest in sustainable transportation. Two themes emerged from this question:

Theme: Convenience

Some participants indicated that the best strategy for encouraging residents to use sustainable transportation options is to make these modes more convenient so residents choose them over an automobile.

What You Said

- Convenience of the routes in terms of accessibility by pedestrians to pedestrian-friendly, dense areas of the city. It seems easy to get to a shopping mall by bus, but not to other areas.
- Ease of use – reduce time for trips (ie. Shorter transfer times, more express busses).
- Find creative ways to make sustainable transportation options more convenient than using vehicles.

Theme: Incentives

Despite the question's focus on providing non-financial examples for encouraging alternative transport modes, many participants still indicated that financial (dis)incentives may be a good option for changing behaviour.

What You Said

- Financial disincentives to drive/park in key areas.
- Put tolls on roads coming into the City of Winnipeg and prevent sprawl and generate revenue.
- Increase costs of operating vehicles and have them pay their way (e.g. gas tax increase, parking charges in shopping centre parking lots, property tax – add value to house strategy).

Waste

Q1: One of the key focus areas for the Climate Action Plan is to reduce the amount of waste generated. The less waste generated in our homes and businesses means less waste transported and processed in Winnipeg's landfill.

How can the City and its communities help you to reduce waste? What would help you reduce waste in City facilities or commercial buildings?

Participants were asked to indicate their individual thoughts in the workbook on additional efforts the City can take to reduce overall waste levels. Curbside composting was a consistent theme throughout the responses. Other suggestions included making it easier and more convenient to recycle certain materials such as batteries, glass, and aluminum containers, or use improved technology to divert recyclables from garbage. One key theme emerged:

Theme: Composting

Many residents indicated that the implementation of a composting program will greatly assist in reducing waste.

What You Said

- Improve composting options – community space for compost in dense neighbourhoods that have limited/no yard space
- The city should provide a composting service. This would greatly reduce household waste. There is lot of support for this.
- Curbside composting pick up.

Q2: Educational and awareness programs can help communities both a) reduce overall amount of waste and b) ensure items that could be recycled don't go to the landfill (i.e. cardboard, glass, plastics, electronics).

- *Workshops & events*
- *Pop up booths at other city events*
- *Newspaper articles*
- *Youtube videos*
- *Social media posts*
- *Other_____*

What types of programs should be top priorities for the City? Who are the key community partners?

A variety of suggestions included education via social media, newspaper articles and workshops. Several other ideas emerged to focus educational campaigns around youth, and incorporate information on the side of recycling containers. One participant suggested that education should focus on what and how to recycle, rather than motivational or inspirational messages.

What You Said

- Social innovation challenges - crowd source and engage. If videos will be used, they must be clever, innovative, catchy and fun.
- Recycling is inherently complex, and training needs to fit with a very diverse multi-cultural nature of the community. Emphasize reduce.
- Workshops and door-to-door pop ups, commercials, contests, rewarding the behaviour you want. Partner with second hand shops and local non-profits who will sell to generate revenue for their operations. Also Mother Earth on recycling and waste minimization. Also with producer responsibility, organizations for education for residents and business to know why recycling their products is important and how to do it.

Q3: A number of programs can help the City focus efforts to increase waste diversion, and reduce consumption in residential, commercial, and industrial buildings:

- *Educational and awareness programming*
- *Implement a construction and demolition program focussed on building construction waste*
- *Implement a bylaw to ban materials that could be recycled or composted (i.e. electronics, used oils, cardboard, organics, etc.)*
- *Increase support for backyard composting*
- *Implement a city-wide curbside compost program*
- *Improved waste management of products containing ozone-depleting substances*
- *Other*

Why types of programs should be top priorities for the City? Why? Who are the key community partners?

A variety of ideas were raised, but common topics related to the need for more composting in the City, banning of single use plastics, and making it easier to recycle or dispose of electronics, chemicals, batteries and lightbulbs. Several participants suggested that the City should provide financial incentives for good behaviour – recycling and composting – and offset that cost by charging for waste pick up. Many participants highlighted key partners in the waste sector including: CBCRA, Province, Green Action Centre, BUILD, Compost Winnipeg, and Mother Earth Recycling. Composting was a key theme highlighted by a majority of responses:

Theme: Composting

What You Said

- Compost drop off/pick up options, centres and community options.
- Neighbourhood composting.
- Revise building code to include composting chute that will carry compostable waste into backyard.
- Increase support for backyard composting and implement a city-wide curbside program – I would like both of these.

Q4: Other than direct financial incentives to support action by you and your fellow citizens, how might the City of Winnipeg encourage Winnipeggers to invest in waste reduction and enhance diversion from landfill?

Most participants indicated that education is necessary to provide examples of how waste reduction can be incorporated into daily tasks. A few participants highlighted regulation as being necessary, particularly for banning single use plastics or construction waste.

Theme: Education

What You Said

- Provide info/resources/tips on how to reduce household waste (e.g., Bulk Barn jar program, plastic bag alternatives).
- Make more efficient use of social media for community outreach to educate people about waste management and better consumption practices.
- More focus on re-use. Target education to working with immigrant centres, welcome centres, ensure messaging is clear for them.

7 Dotmocracy Exercise

Large posters were used for a dotmocracy exercise which aimed to collect information to help the City prioritize and explore perspectives about financing the implementation of actions contained in the Plan.

Action Plan Priorities

Participants were asked to allocate 5 dots to the strategic directions most important to them:

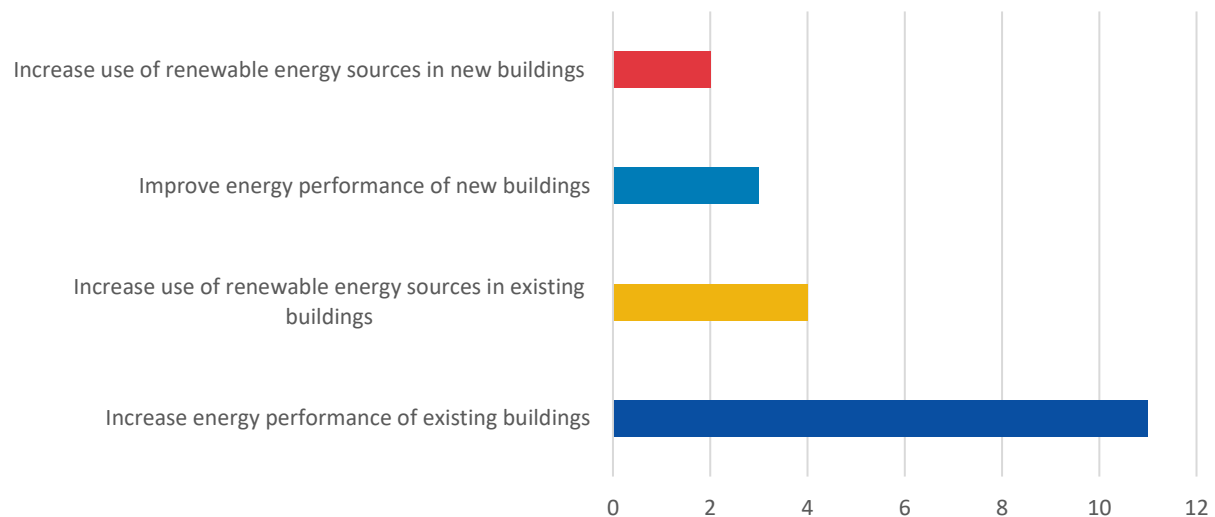
Help us understand your priorities for Winnipeg's Climate Action Plan.

Use the 5 dots provided to highlight which strategic directions are most important to you.

Buildings

Action	Number of 'votes'
Increase energy performance of existing buildings	11
Increase use of renewable energy sources in existing buildings	4
Improve energy performance of new buildings	3
Increase use of renewable energy sources in new buildings	2

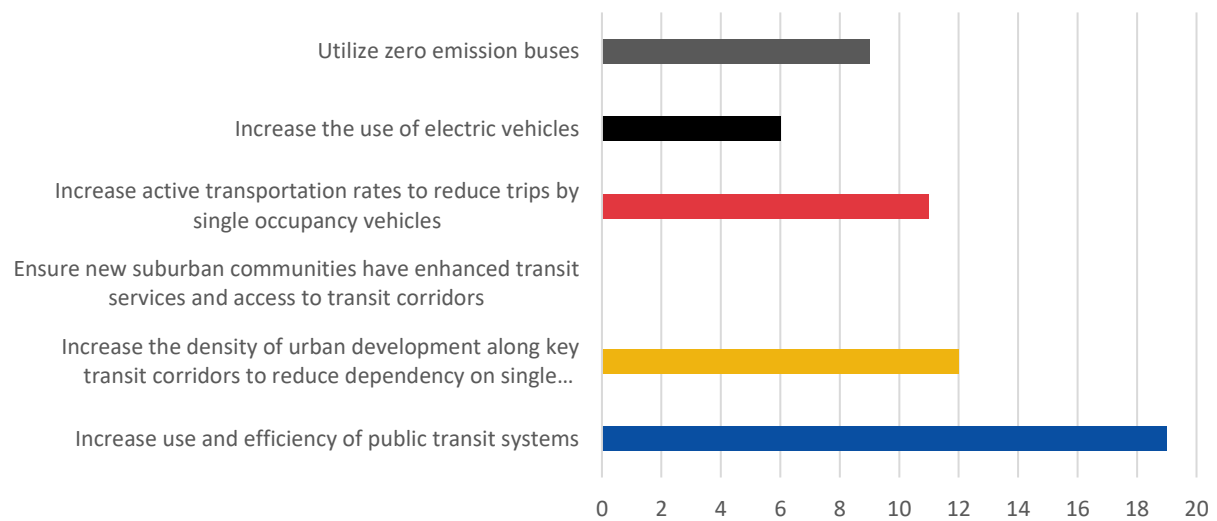
Buildings



Transportation

Action	Number of 'votes'
Increase use and efficiency of public transit systems	19
Increase the density of urban development along key transit corridors to reduce dependency on single occupancy vehicles	12
Ensure new suburban communities have enhanced transit services and access to transit corridors	0
Increase active transportation rates to reduce trips by single occupancy vehicles	11
Increase the use of electric vehicles	6
Utilize zero emission buses	9

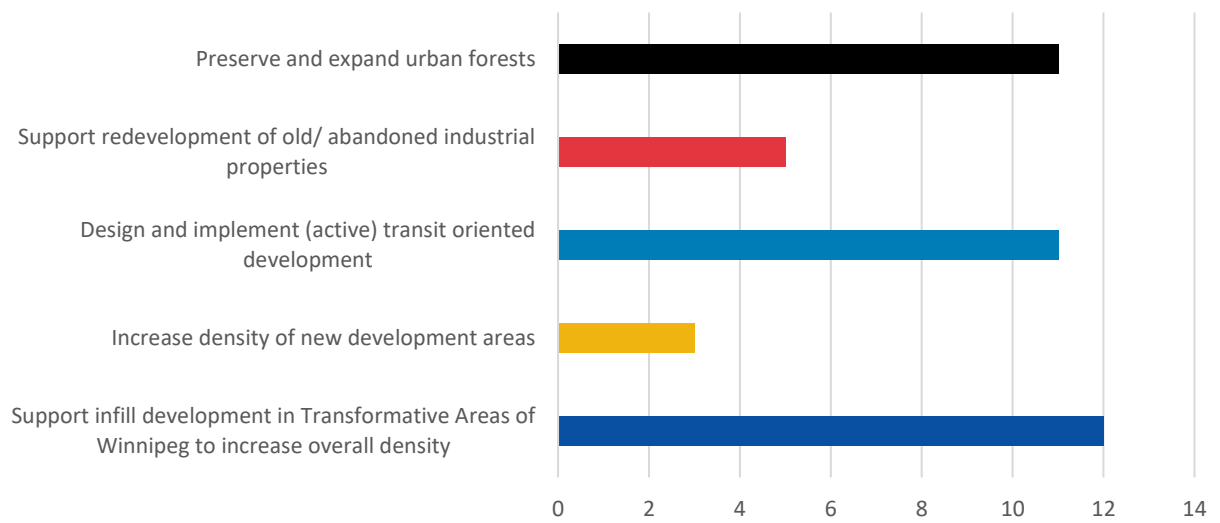
Transportation



Land Use

Action	Number of 'votes'
Support infill development in Transformative Areas of Winnipeg to increase overall density	12
Increase density of new development areas	3
Design and implement (active) transit oriented development	11
Support redevelopment of old/ abandoned industrial properties	5
Preserve and expand urban forests	11

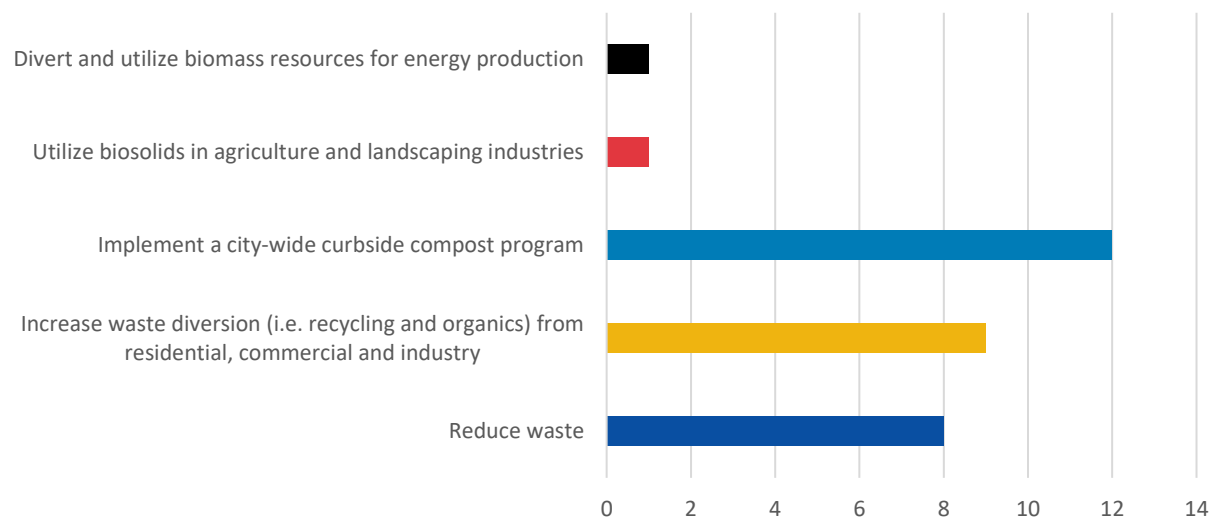
Land Use



Waste

Action	Number of 'votes'
Reduce waste	8
Increase waste diversion (i.e. recycling and organics) from residential, commercial and industry	9
Implement a city-wide curbside compost program	12
Utilize biosolids in agriculture and landscaping industries	1
Divert and utilize biomass resources for energy production	1

Waste



Financing the Implementation of Climate Actions

Do you support the City allocating a portion of general revenue to a Climate Action fund to support the implementation of key climate mitigation actions?

- Yes: (22)
- No: (1)
- Unsure: (1)

Would you support tax or fee increases in order to support Climate Action initiatives?

- Yes: (18)
- No: (2)
- Unsure: (0)

What you said:

- City should not re-allocate existing resources for Climate Change. It should raise new revenue
- Perception of value is key. People in Winnipeg like things cheap. Any additional costs/taxes must have serious and tangible pros for the public to get behind it.
- Support increasing taxes from general revenue but do not support a fee increase.
- General revenue distributions should be strategically prioritized to what benefits Winnipeggers. Look at where cuts can be made, i.e. what City programs contravene climate change initiatives.

8 Engagement Workbook



Winnipeg's Climate Action Plan

Planning for Climate Change • Acting for People

HELP CREATE A ROAD MAP FOR CLIMATE CHANGE ACTION

Engagement Workbook

Your participation will help to prioritize actions the City and citizens can take to help reduce GHG emissions.

PUBLIC WORKSHOP

Feb 27, 2018
6p.m. – 9p.m.

North Centennial Recreation & Leisure Facility
90 Sinclair Street, Winnipeg, MB

A large, detailed image of the Earth as seen from space, showing swirling cloud patterns and the curvature of the planet. It occupies the lower half of the poster.

*Help shape
Winnipeg's
Climate Action
Plan*



Winnipeg's Climate Action Plan

Planning for Climate Change • Acting for People

Thank-you for attending Winnipeg's Climate Action Plan Public Priorities Workshop. Your participation and feedback is extremely valuable and we appreciate your time, effort, thoughts, and ideas.

Recognizing that climate change is a serious global environmental problem, we are gathering today to help inform the Winnipeg Climate Action Plan: Planning for Climate Change. Acting for People. Building on what we heard through our previous activities, this workshop will help identify priorities and partners to help us curb GHG emissions, in the following areas:

- Buildings
- Land use
- Transportation
- Waste

INSTRUCTIONS

- The workbooks at your table outline the format of our discussion today. Each person keeps their workbook for the night, and hands it in at the end.
- You will have an opportunity to discuss 3 out of 4 of the topics listed above.
- Discussion will be facilitated in a group setting. Discuss your ideas, listen to others at your table, and write your own ideas in your workbook.

BUILDINGS (RESIDENTIAL, COMMERCIAL, INSTITUTIONAL, INDUSTRIAL)

Discussion Topics

1. The City is considering several opportunities to help encourage building owners to comply and 'go beyond' current Energy Code requirements in new construction:

- Incorporate energy performance requirements in the City's land use and development approval processes.
- Require storm water management through tree canopies and green roofs to enhance the energy efficiency of buildings.
- Increase enforcement of the energy efficiency requirements in the Building Code
- Provide financial incentives to building owners that encourage high energy efficiency performance.
- Launch an education and awareness campaign about opportunities to make changes to new home construction.

Which should be top priorities for the City? Why? Who are the key community partners?

2. Here are a few actions we are considering to reduce GHG emissions in existing buildings:

- Provide resources to support energy audits of existing buildings.
- Provide financial incentives to building owners that increase energy efficiency or install renewable energy systems.
- Develop loan or grant incentive programs to support energy efficiency or renewable energy upgrades.

Which should be top priorities for the City? Why? Who are the key community partners that should be involved?

3. If each residential and commercial building had a label detailing how much energy it used (like the Energy Star labels on appliances), would this help you understand energy use at home or work? What are challenges and benefits of this type of program that we should consider?

4. Other than direct financial incentives to support action by you and your fellow citizens, how might the City of Winnipeg encourage Winnipeggers to invest in increased building efficiency or renewable energy systems?

LAND USE (HOW WE BUILD AND GROW OUR CITY)

Discussion Topics

1. The City is considering the following actions for Winnipeg's Climate Action Plan related to land use.

- Support infill development in Transformative Areas (existing built areas of Winnipeg that are experiencing a lot of change) of Winnipeg to increase overall density
- Increase density of new development areas
- Design and implement (active) transit oriented development
- Support redevelopment of old/abandoned industrial properties
- Preserve and expand urban forests

Which should be top priorities for the City? Why? Who are the key community partners?

2. Climate actions can also involve the City helping to stop certain activities that have been part of how we have lived in the past. One is how we design, and where we build new neighbourhoods. Traditionally development has been cheapest to both build and purchase in the suburbs further from employment centres and transportation choices. It's one of the reasons we spend lots of time in our cars. This link between land use and transportation is a key priority for the Climate Action Plan since transportation makes up almost half of the city's total GHG emissions. And we aren't saying development needs to stop. But we need to start to shift how we grow.

One way to manage growth to support climate action is by directing it to specific areas and setting strong urban growth boundaries.

Are you generally in favour of directing growth to specific areas and setting city growth boundaries (no development outside of the City growth boundaries)?

Yes | No | Unsure

What needs to happen in Winnipeg to increase density and support infill development? Describe your answer below. Who are the key community partners?

3. The City is considering ways to preserve and expand urban forests with the following actions:

- Implement policies and bylaws that further protect critical greenspaces
- Increase investments into the expansion of existing urban forests and canopies
- Subsidize residential and commercial land owners to plant new trees

Which should be top priorities for the City? Why? Who are the community partners that should be involved?

4. Other than direct financial incentives to support action by you and your fellow citizens, how might the City of Winnipeg encourage Winnipeggers to invest in density and infill development?

TRANSPORTATION

Discussion Topics

1. There are many possible features that could increase transit use in the City:

- More frequent transit schedule (less than 10 minute wait)
- Rapid transit routes
- Bike racks on all buses
- Additional routes (to/from _____)
- Increased cost of parking at destination
- More park and ride opportunities
- Better technology to integrate all transportation options and payments
- Better route and schedule information
- Improve active transportation and transit connectivity
- Secure bike parking
- Other: _____

Which should be top priorities for the City? Why? As you answer this question, consider what would help you take transit more often. Who are the key community partners?

If you don't take transit, what might convince you to consider it?

2. What is your greatest motivation for using Active Transportation (walking, cycling) to get around the City?

Check all that apply.

- Convenience
- Exercise / health
- Affordability
- Reducing GHG emissions
- Other _____

Provide rationale for some of your choices below.

3. Electric vehicles (EVs) offer an opportunity to drastically reduce GHG emissions from vehicle use - a priority area also identified in the provincial and federal climate action plans.

Would you like to see the City support EV uptake by investing in public charging stations? Are there other actions the City could take to increase uptake?

4. Other than direct financial incentives to support action by you and your fellow citizens, how might the City of Winnipeg encourage Winnipeggers to invest in, or utilize sustainable transportation options?

WASTE

Discussion Topics

1. One of the key focus areas for the Climate Action Plan is to reduce the amount of waste generated. The less waste generated in our homes and businesses means less waste transported and processed in Winnipeg's landfills. How can the City and its communities help you to reduce waste?

What would help you reduce waste in City facilities or commercial buildings?

2. Educational and awareness programs can help communities both a) reduce overall amount of waste and b) ensure items that could be recycled don't go to the landfill (i.e. cardboard, glass, plastics, electronics).

- Workshops & events
- Pop up booths at other city events
- Newspaper articles
- Youtube videos
- Social media posts
- Other _____

What types of programs should be top priorities for the City? Why? Who are the key community partners?

3. A number of programs can help the City focus efforts to increase waste diversion, and reduce consumption in residential, commercial and industrial buildings:

- Educational and awareness programming
- Implement a construction and demolition program focused on building construction waste
- Implement a bylaw to ban materials that could be recycled or composted (e.g. electronics, used oils, cardboard, organics, etc.)
- Increase support for backyard composting
- Implement a city-wide curbside compost program
- Improved waste management of products containing ozone-depleting substances
- Other

What types of programs should be top priorities for the City? Why? Who are the key community partners?

4. Other than direct financial incentives to support action by you and your fellow citizens, how might the City of Winnipeg encourage Winnipeggers to invest in waste reduction and enhance diversion from landfill?

THANK YOU FOR YOUR TIME AND INPUT.

9 Large Posters – Dotmocracy Exercise

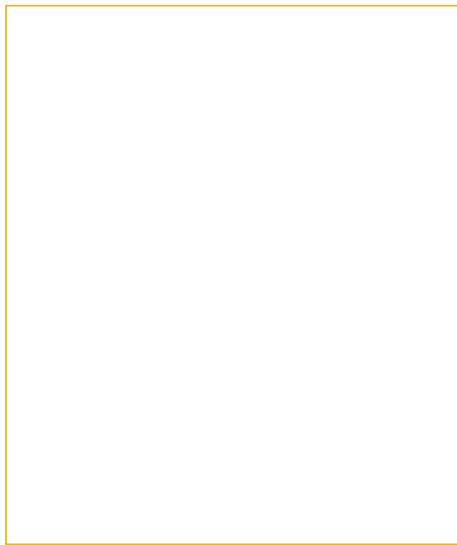
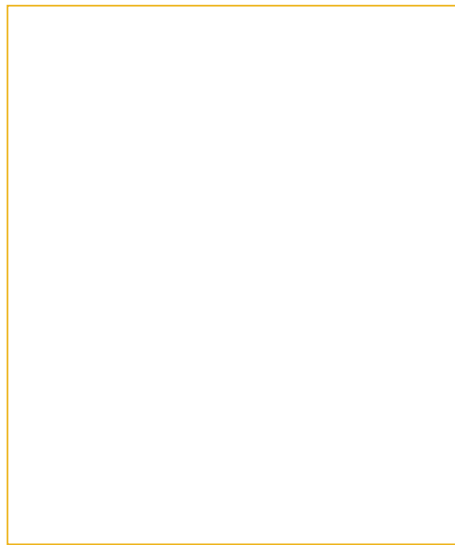

Do you support the City allocating a portion of general revenue to a Climate Action fund to support the implementation of key climate mitigation actions?

Place your dot in the appropriate box. Use the sticky notes to provide rational for your answers.

YES

NO

UNSURE

A large, empty rectangular box with a thin orange border, intended for a respondent to place a dot and provide rationale for a "YES" answer.A large, empty rectangular box with a thin orange border, intended for a respondent to place a dot and provide rationale for a "NO" answer.A large, empty rectangular box with a thin orange border, intended for a respondent to place a dot and provide rationale for an "UNSURE" answer.

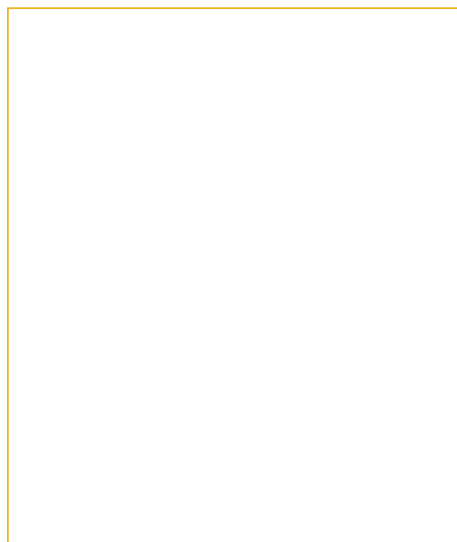
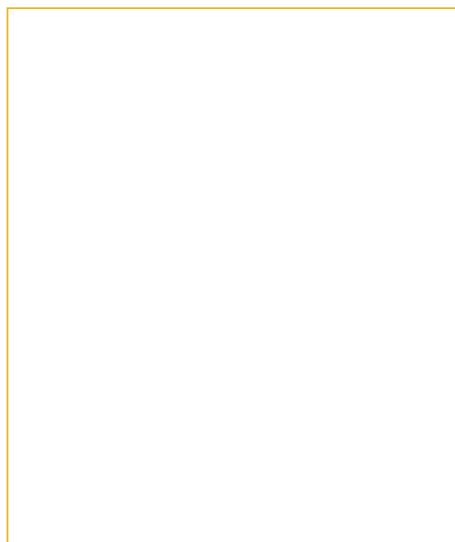
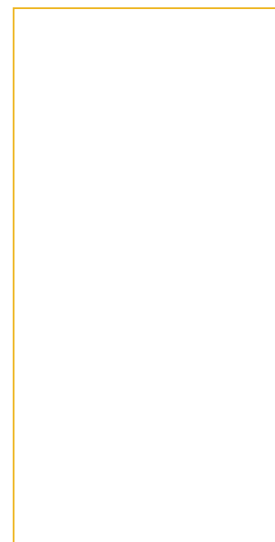
Would you support tax or fee increases in order to support Climate Action initiatives?

Place your dot in the appropriate box. Use the sticky notes to provide rational for your answers.

YES

NO

UNSURE

A large, empty rectangular box with a thin orange border, intended for a respondent to place a dot and provide rationale for a "YES" answer.A large, empty rectangular box with a thin orange border, intended for a respondent to place a dot and provide rationale for a "NO" answer.A large, empty rectangular box with a thin orange border, intended for a respondent to place a dot and provide rationale for an "UNSURE" answer.

Help us understand your priorities for Winnipeg's Climate Action Plan.
Use the 5 dots provided to highlight which strategic directions are most important to you.

Buildings

- Increase energy performance of existing buildings
- Increase use of renewable energy sources in existing buildings
- Improve energy performance of new buildings
- Increase use of renewable energy sources in new buildings

Land Use

- Support infill development in Transformative Areas of Winnipeg to increase overall density
- Increase density of new development areas
- Design and implement (active) transit oriented development
- Support redevelopment of old/abandoned industrial properties
- Preserve and expand urban forests

Transportation

- Increase use and efficiency of public transit systems
- Increase the density of urban development along key transit corridors to reduce dependency on single occupancy vehicles
- Ensure new suburban communities have enhanced transit services and access to transit corridors
- Increase active transportation rates to reduce trips by single occupancy vehicles
- Increase the use of electric vehicles
- Utilize zero emission buses

Waste

- Reduce waste
- Increase waste diversion (i.e. recycling and organics) from residential, commercial and industry
- Implement a city-wide curbside compost program
- Utilize biosolids in agriculture and landscaping industries
- Divert and utilize biomass resources for energy production

11 Public Workshop Engagement Workbook Feedback

Buildings

Q1: The City is considering several opportunities to help encourage building owners to comply and 'go beyond' current Energy Code requirements in new construction:

- Incorporate energy performance requirements in the City's land use and development approval processes.
- Require storm water management through tree canopies and green roofs to enhance the energy efficiency of buildings.
- Increase enforcement of the energy efficiency requirements in the Building Code
- Provide financial incentives to building owners that encourage high energy efficiency performance
- Launch an education and awareness campaign about opportunities to make changes to new home construction

Which should be top priorities for the City? Why? Who are the key community partners?

- Launch an education on new home construction - Also how to improve homes by an above and beyond code
- Energy audits on profit buildings, fines for non-compliance, make zoning building permits more flexible, have surface parking lot owners, install solar panel roofs, covered parking that pays for itself and provides energy for street lights etc., or develop the land
- Need to extend building code - it's a minimum requirement model development based on LEED certified buildings/standards; including the relevant criteria. All city examples or city funded buildings should meet LEED standards (LEED by example). Green roof development and financial incentives for mixed use/density.
- Partner: Hydro, Green Building Council, LEED Council, Feds (\$), Landscape Architects, Beekeepers, Chicken farmers etc.
- Provide support funding to youth-based empowerment programs (ex. BUILD and AKI energy models) to help them learn and help to do community green retrofits. Include training programs. Promote career skills amenable to 'jobs of the future.'
- City should require Federal and Provincial programs for upgrading insulation and reducing fossil fuels for building and utility purposes. Funding can be found in carbon pricing revenue.
- The section focuses primarily on energy. I would recommend looking at San Francisco's 26-item TDM menu that developers choose from to meet their target. The menu focuses on aspects that increase or improve the walkability, breathability.
- Subsidize solar panels. Education on new technologies available for buildings, new homes and businesses, schools etc.

- Require solar panels on all build ups. Adopt positive energy performance standards. Require that all buildings be engineered to longer service life - centuries instead of decades.
- Zero net energy requirement for all new development. Densify with green space and interesting architecture. Equity - in my neighbourhood, there is a perception that densification is only for middle class neighbourhoods and not upper class. Urban boundary vs connectivity and densification and sustainable transportation requirements.

Q2: Here are a few actions we are considering to reduce GHG emissions in existing buildings:

- Provide resources to support energy audits of existing buildings.
- Provide financial incentives to building owners that increase energy efficiency or install renewable energy systems.
- Develop loan or grant incentive programs to support energy efficiency or renewable energy upgrades.

Which should be top priorities for the City? Why? Who are the key community partners that should be involved?

- Priorities:
 - skill-building neighbourhood empowerment
 - "Top 10" building efficiency retrofits, ways to save you money
- I would love to see the city provide loan and incentive programs above and beyond what Manitoba Hydro and LEED provides
- Pay as you save loans for green technology. Longer incentives. Make large rental companies more accountable for their share of GHGs. Energy audits for large commercial buildings and property.
- MB Hydro has range audit program already
- Financial incentives will most likely do the trick. The only reason any building wouldn't be built with more "green" technology is usually cost; offsetting the initial "sticker shock" via subsidization could turn people to such things. They often save money in the long run for the building.
Side note: Urban design focusing on altering urban energy balance should be considered
- *Provide financial incentives to building owners - definitely needed but most also include existing buildings
- Provide incentives and advertise for homeowners. Find ways for large city buildings and increase their energy efficiency and provide incentives for doing so. Have requirements for energy use and implement energy audit.
- District heating - geothermal, solar
Work with industry, trades, community organizations, create local employment, expertise
- Reach out to the companies who built new homes and provide them resources

- look for more flexibility and innovation with zoning
- Use a different approach for residents and businesses. Large scale - choose an area of city and hire locals, so can demo substantial impact as a case study. Focus on high-use buildings like rec centres. Support audits, only if have capacity /partners to support some/all recommendations. Partners: BUILD, Aboriginal Centre, local residents association. *If City did neighbourhood audits, then could determine where need is greatest for change.
- Create more housing complexes like IRCOM. Work with 1st Nations to develop IRCOM like transitional housing for Indigenous folks coming in from Northern Reserves.
- There is no reason for grant or incentive programs unless they are funded from carbon pricing revenue.
- Incentives for renewable energy systems. GHG/carbon pollution levies on natural gas and natural gas pipeline.
- Pay as you save.
- Provide financial incentive to building owners. No deadlines and more marketing about the incentives, longer incentives. Set some requirements for older buildings or large land developers. Set mandatory requirements to approve. Give tax breaks for improvements. Inspections of buildings to stay up to new codes of energy efficiency, make it a regulation. Can't be suggestions any more. Cap and trade system like they do in Boston.
- Maybe there should be a penalty for not having an energy audit.
- Pay as you save loans would go a long way to help people retrofit. In rental and commercial properties, mandate efficiency standards and use cap. Trade system to encourage improvements.
- Many cities require audit and energy leadership as conditions of sale. Set net zero target and work back from there to required codes.

Q3: If each residential and commercial building had a label detailing how much energy it used (like the energy star labels on appliances), would this help you understand energy use at home or work? What are challenges and benefits of this type of program that we should consider?

- Challenges - Cost, city resources (inspection, enforcement)
- A more informed population is definitely needed, and giving buildings a rating might accomplish that, but only if the rating provides some kinds of incentive. Otherwise, I feel that it could be received as bureaucracy or red tape
- It would be beneficial, but I am not sure how accurate the labelling would be.
- To what end? How will this change what is already built? Will they be changed for taking over an old building?

- I don't feel as though this is critical. It would certainly be nice to display such things to enhance public understanding. However, the added oversight and cost may be prohibitive in that it adds another amount of money/resources. As long as the buildings are efficient, that's the main thing at first. This program should be secondary or tertiary
- I think it should be limited to \$, not sure it makes a difference
- I think people who are interested in their impact on the environment will care to consider this information and use it to make a change. The challenge would be to encourage/promote this kind of program amongst individuals who aren't as knowledgeable/interested in their impact on the environment. This might be achieved with further education and incentives.
- Yes, this would be helpful, cost may be prohibitive for some. Need to have something that people can relate to rather than just kwh
- Yes, the challenge would be on reliability.
- It would help a select group of people who are going after energy efficiencies
- Education - each home will depend on the users, teach about types of windows, insulation, roofing, furnace types/water heaters etc.
- I think seeing how your neighbours use rates compared to your or your other neighbour is a great incentive. Need to have something to compare to.
- The label could show \$ cost of fossil fuels and carbon tax on 'degree day.' Put this on MB Hydro with utility bills.
- Provide seed funding for social enterprises. Support youth employment programs where young folk learn interpersonal and technical skills. Develop disaster preparedness strategy. Ex. Response to climate disasters - forest fires, flood, drought. Create resilient community designs.
- No. Not worthwhile. That type of energy labelling is better suited to seeing the energy and GHG/carbon footprint.
- Energy labelling as a whole. Incentives to improve usages. Setting target of 0 fossil fuels.
- This would depend on how the building's used...energy use within the building would vary according to occupant

Q4: Other than direct financial incentives to support action by you and your fellow citizens, how might the city of Winnipeg encourage Winnipeggers to invest in increased building efficiency or renewable energy systems?

- Make natural gas more expensive to buy than electricity. Make a list of "green" contractors. Expand zoning and bylaws for green technology. Upgrade older buildings. Change "not in my back yard" culture.
- Look at the media campaigns done in the 70's during the energy crisis. They gave values to actions ei. Turning off lights in rooms not used saves \$/year

- People in this city like things cheap above all else. I'm not sure exactly how (not my field of expertise) but if the public can be shown how much money they'd save on bills, I suspect more would care about greener practices
- Building codes - Targets within planning and approval process
- Further than education about what is available/what the options are/how individuals can save money by using efficient and renewable energy systems. Providing lists/contact information for contractors who are knowledgeable in using/building these systems.
- Credit on energy, water bill
- Plant and dedicate replacement trees if certain reached
- Education for the companies who are building
- Education - encourage innovation of building design, be more flexible in allowing new plans
- Discourage natural gas usage. Educate people, pamphlets to educate homeowners. Provide lists of reliable contractors who can aid homeowners looking to upgrade. City should be more flexible and innovative in making and encouraging changes in citizens motivations to change. Zoning and bylaws are not up to date. Combat nimbism support.
- Show them the value. Economist environmental savings. Educate- why it's important.
- Support summer youth employment programs where students learn skills and interpersonal networking. Connect to federal housing policies/plan.
- Examine best practices in other jurisdictions to illustrate the potential possible actions - there is likely a suite or ensemble of complimentary measures including economics, education, demonstrations, projects and "awards"
- Flexibility of permitting. Make sure code and permitting requirements meet the needs of older buildings - not all building requirements are possible in older buildings. This disuades people from making necessary renovations.
- Carbon tax bylaw. Regulated standards for new and major renovations. See BC's Step Code as an example for setting targets locally. Adopt MH's Market Transformation Strategy. A - High incentives to get initial adoption. B - cost-effective incentives to get united adoption. C - introduce regulatory standards and remove incentives.

Land Use

Q1: The City is considering the following actions for Winnipeg's Climate Action Plan related to land use.

- Support infill development in Transformative Areas (existing built areas of Winnipeg that are experiencing a lot of change) of Winnipeg to increase overall density
- Increase density of new development areas

- Design and implement (active) transit-oriented development
- Support redevelopment of old/abandoned industrial properties
- Preserve and expand urban forests

Which should be top priorities for the City? Why? Who are the key community partners?

- Incentivize collaborative housing.
 - Cohousing, co-ops, resource sharing
 - Prioritize densification based on "social contracts" rather than enviro metrics
- Incentives for developers to focus on high density/infill development.
 - Community Infrastructure/green space in addition to infill developments.
 - Master plan/Development plan to reinforce/support infill, rapid transit rates, greenspace
 - Pro growth boundary
- Preserve and expand urban forests, Support infill development in Transformative Areas
- Stop sprawl, keep and expand green space
- 1.Support redevelopment of old industrial properties 2. Preserve and expand urban forests 3. Design and implement transit-oriented development 4. Support infill development 5. Increase density of new development areas
- Reducing urban sprawl helps a good deal. Less distance to travel = less fuel burned. Greater density also lends itself to easier implementation of transit (ie. Don't have to make routes go "way out of the way") be careful with urban reforestation; the net effect of an energy budgets is still a tentative topic of research. More trees isn't necessarily the answer, make sure that surface energy budgets of vegetated/urban surfaces are discussed/researched. Also look into co2 intake rate of species
- Designate each school a park nearby. Teach students to spread all local food varieties for free. Mainly focus on things that can be planted one time and produce for years to come without replanting! 1. all local fruit bushes 2. local mushroom varieties 3. local edible perennials
- Large parks are a land use of resources/ small parks in dense areas are important for those without yards
- Forestry is important, there should be less parks, existing parks should receive better funding
- Cost share - do not agree with too many houses clustered together. Need more green space for less air pollution.
- Mother in law suites - preserve green space-replacing elms - diversity
- I support densification as long as buildings are architecturally interesting and not all built in a short span of time
- Yes, new areas should be denser, Expansion of urban greenspace is important to make the city more interesting. I believe all river banks should be parks

- Active transit, community greenhouses/urban forests and green spaces, Increase density in new and old communities
- Transit system to create stations which will be the centre of a network walkable communities station surrounded by services. Then walk home to high density passivhaus 3-5 storey residences which create density on smaller physical footprints. Space contiguous to is how available for urban agriculture urban food forests. Promote community pooling/sharing resources, self governance
- Embrace sustainable neighbourhood model "a city of villages" - green space and corridors. Increase the number of city wards and number of councillors to improve community responsibility.
- Stop sprayed, if densified ensure access to parkland, green space
- Increase density of new development or stop it all together, make better sidewalks to get to buses, make old/abandoned structures into recycling stations (look at Retuna in Sweden), limit the physical footprint of the city and have more intensive land use, allow people to grow veggies on their front boulevards
- Transit-oriented development and densification must prioritize lifestyles and modes of transport that do not favour cars.
- Development charge should be based on new areas, not core neighbourhoods. Plant more trees.
- Support redevelopment, take out old railroads. Expand urban forests. Interconnect land use and transit. Rooftop gardens on apartment buildings. Plant fruit trees all over walking/biking paths. Urban agriculture. Students used to plant idea of selling food from own property.
- Convert some portion of urban forest to preserve culture. Follow through on the proposal to relocate rail lines and yards outside the city. Free up more land in the urban core. Find synergies between adaptation and mitigation ex. Re-establishing wetlands.
- Increase density in existing developed areas. Ensure that the city grows in ways/areas that can be services effectively and efficiently by transit. Support infill in transformative areas.
- Equity - In my neighbourhood, many people feel they have been designated a certain neighbourhood when they want to think of larger homes replacing the smaller homes

Q2: Climate actions can also involve the City helping to stop certain activities that have been part of how we have lived in the past. One is how we design, and where we build new neighbourhoods. Traditionally development has been cheapest to both build and purchase in the suburbs further from employment centres and transportation choices. It's one of the reasons we spend lots of time in our cars. This link between land use and transportation is a key priority for the Climate Action Plan since transportation makes up almost half of the city's total GHG emissions. And we aren't saying development needs to stop. But we need to start to shift how we grow.

One way to manage growth to support climate action is by directing it to specific areas and setting strong urban growth boundaries.

Are you generally in favour of directing growth to specific areas and setting City growth boundaries (no development outside of the City growth boundaries)? What needs to happen in Winnipeg to increase density and support infill development? Describe your answer below. Who are the key community partners?

- Would like to see banks, grocery stores, pharmacy, etc within walking distance of home. Would like to see box stores in malls and closer to bus stops.
- YES - Multi-use developments (office, housing amenities) vary property taxes by sprawl vs infill areas
- Yes- Incentive to build and live closer to the city center - lower taxes
- Yes - do not allow parking in front of buildings, it kills a street's vitality. It's better to put the parking at the back. Remove or drastically reduce parking requirements. Do not allow development that could support efficient transit and walkability/bikeability.
- NO-How do you force a land owner to develop if they don't want to. I.e gravel parking lots DT have been there for over 25 years. The city planning department needs to listen to all other departments before making policy
- Yes - I don't know, I'm not a land developer nor do I know how those deals are handled
- Do as three separate course the ca take worth half credit each, so by the time graduated they can spread all local edible plants if desired
- Unsure - concept is good but green belts have not worked elsewhere
- No - Tolls on roads coming into Winnipeg
- Build grid based walkable communities and get rid of mandated parking. Tax parking lots.
- Yes - Co-housing Winnipeg - mini city centers based around transit hubs (wards)WPG is a city made of many towns - revitalize the historical areas as these hubs
- Yes - Mindfulness of total carbon budget. Need to build for greater durability and building lifespan.
- Yes - Walkable community makes places interesting to live and work
- Yes - culture shift, we assume we can take up as much space as we want because our country is so large, need to think smaller
- build healthier more connected communities
- Make the support a financial incentive to reside in walkable complete communities and disincentives to people living outside city boundaries, higher fuel costs, parking fees for non-residents.
- We need to build a model walkable complete community so that we can promote the concept as a real positive life choice alternative to single detached, low density, car dependant shopping centre, box store life choice.
Need to recruit residents to live in this community and be willing to do the evangelical zeal

to promote the benefits of this village within a network of urban villages connected by transit spine

- Yes - Build with the existing neighbourhoods especially DT
- Yes- in apartment design, allow spaces for large families or people who more space
- Unsure. Work with community-based programmers, universities and high schools to provide community recreation opportunities. Incorporate traditional Indigenous land-use spaces (ex medicine gardens and support programs at Thunderbird House)
- Yes - need to enable and favour infill development projects. A key barrier is when projects are able to be halted by small groups of citizens with a not-in-my-backyard attitude. Projects that meet goals or criteria (to be defined) that support the climate action plan should be given weighted consideration, with a higher level of proof put on those trying to stop infill/densification development.
- Diversity of land use in neighbourhoods. Local businesses, walkability, bikeability. Shop spall at street level, diving above it. Have a boundary where people cannot build past. Boulevards should be used for gardens etc as owners wish. More community greenhouse and gardens. Get rid of parking minimums for stores. Incentives and affordable, dense housing in core areas.
- Yes - Requirement for connection with City services and amenities

Q3: The City is considering ways to preserve and expand urban forests with the following actions:

- Implement policies and bylaws that further protect critical greenspaces
- Increase investments into the expansion of existing urban forests and canopies
- Subsidize residential and commercial land owners to plant new trees

Which should be top priorities for the city? Why? Who are the community partners that should be involved?

- Land developers; bylaws for development that incorporate greenspace, forest areas
- I agree with subsidizing owners to plant new trees, but the funds seem to be lacking to maintain the trees we already have. One idea that could improve the urban ecosystem would be to implement better planning in regards to a wider variety of trees being planted, since such a large part of the budget seems to go to fighting pests (like the emerald as) which proliferate because of mono culture. These are potentially regulations that could be easy and inexpensive to implement
- 1. Put money into maintenance
 2. Do not divert maintenance to other budget items.
- I already touched on this, but "more trees" is not necessarily the answer to reducing footprint. The top priority should be understanding what types of vegetation provide what time of forcing (+/-) and how their rates of CO₂ uptake vary with temperature. These factors are not as clear cut as most people think. Albedo is a huge facet of this issue

- More funds urgently to cut down diseased elms - need to get ahead of the problem now to preserve our canopy. More funds to prepare for emerald ash borer & aggressive tree removal and replanting. Trees are essential to quality of life, shade, property values, city identity. Happy to see increased funds going to this, need more, keep it up. Too many marked elms currently still standing and spreading dutch elm.
move away from salt use on roads which damages urban trees
- Increase investments into the expansion of existing urban forests - Very important
- Trees are awesome. Large tree-lined streets make for better green space than parks that have to be travelled to
- Stop salting the roads
- As said before - I think all riverbanks should be parks/public accessible
Urban canopies are very important for shade and climate
- We need further greenspaces and we need to change them from strictly aesthetic to functional (food production)
- Need an Eco map to help envision how urban space can be reconfigured as buildings reach their life expectancy. Given disease, invasive species attacking our urban forest we should consider developing an urban food forest.
Should establish a population limit for square acre space. Communities could have single detached home with a small lawn (largest physical footprint, low density) or that grid could distribute its population on small residential footprint via multiplex 3 storey housing blocks and then there can be larger urban green spaces for green ecosystems, urban agriculture plots, food forests
- Pocket parks should be considered. Some cities have development pocket parks in conjunction with street scaping, especially at intersection where directions are considered to reduce cut through traffic.
- Protect green spaces and encourage and incentivize residential and commercial land owners to plant new trees and encourage new green space
- Do not discourage community or residential gardens, increase available low-income housing
- Create more green corridors connecting neighbourhoods ex. West End. Help City residents to access parks and conservation areas outside of the City. Cultivate ecological thinking regarding interdependence. Provide City employees with more training in conflict resolution skills to ensure positive dynamics in green space.

Q4: Other than direct financial incentives to support action by you and your fellow citizens, how might the City of Winnipeg encourage Winnipeggers to invest in density and infill development?

- Ensure that impact fees do not become universal, they need to be higher in lower density outer neighbourhoods and ideally nil in infill developments.
- Thoughtfully design neighbourhoods - community green space, grocery, gym, other amenities, walkable areas, cycling routes to areas of employment -> master plan/design process that allows for long-term planning

- Larger grocery store DT, like a DT superstore instead of many small convenience stores with high markups
- Complete communities, grocery stores walking distance, infill green spaces
- Offer more transit options toward the heart of the city, as opposed to the "urban sprawl" type areas
- Tolls on roads coming into the city - reduce sprawl and generate revenue
- Education about alternatives to purchasing homes ie. Co-housing, co-ops
Reframe "density talk" to -> "better community" "more convenient"
- I believe this is mainly a cultural change, please need to be convinced that walking and biking and not having to travel long distances is useful. Less of a difference in costs between the city and outlying areas, less sprawl should reduce service costs. Those who live outside the city but use city services (roads, shops, work services) should have to pay (no idea how to make that work)
- Change school curriculum to include gardening/sustainable developments, change the rules so allow for growing/selling own feed, create community greenhouses, mandatory level of sound proofing in multi-family dwellings, different apartment sizes to reflect different family sizes. ie full floors for large families, rooftop gardens, strict level shops/services with MFD's on top, prevent large corporations from taking up space; encourage local and small businesses, create a mix of shops/services and create 2-mile radius communities to encourage more walking
- Demonstrate a complete community neighbourhood. Show how family finances can change with no energy costs for passivhaus multiplex, no car payments and no autopay bills, pooling/sharing resources. Now money can be redirected to other interests, needs, wants. Could even reduce the amount of paid employment needed.
- We need to promote an alternative to low density, single detached homes which shows that it is not the best way to use urban land
- Create disincentives to sprawl
- Allow home sharing (especially for students and seniors) not rooming house but actual shared living. Allow home expansions - add-ons to make existing homes larger. Be more flexible in zoning and distance from the road so people don't have to move to accommodate their growing families

Transportation

Q1: There are many possible features that could increase transit use in the City:

- More frequent transit schedule (less than 10-minute wait)
- Rapid transit routes
- Bike racks on all buses
- Additional routes (to/from___)
- Increased cost of parking at destination

- More park and ride opportunities
- Better technology to integrate all transportation options and payments
- Better route and schedule information
- Improve active transportation and transit connectivity
- Secure bike parking
- Other:_____

Which should be top priorities for the City? Why? As you answer this question, consider what would help you take transit more often. Who are the key community partners? If you don't take transit, what might convince you to consider it?

- Increased cost of parking at destination, better technology to integrate all transportation options and payments, improve active transportation and transit connectivity
- Ease of use ie reliable schedules, reloading peggo card on demand to use immediately
- Coordinate busy steps with additional bike racks, car co-op steps, park and ride
- More car sharing and car co-ops
- Have a full review of all transit routes in the city (destinations, terminal points, connections, timing etc)
- Make sure the public knows that the rapid transit network has been studied for approx 40 years. The proposed routes and implementation are created by careful review and are being reviewed at each stage
- Rapid transit should be finished ASAP. Secondly, more timely buses, especially at night is critical, one of my routes the wait times are around 40mins after 9pm
- A frequent transit service to allow it to be a viable alternative to a car, so people can choose to give up their cars.
- I would take it more if I could count on using it and not being late to work/ professional engagements as well as personal appointments and events. Not just at peak hours
- Increased citizen science/monitoring. Incorporate with educational curriculum. More connected green corridors. More electric vehicles and charging stations. Create solar battery stations. More community bike workshops. Provide bikes to newcomers.
- Studies say frequency
Frequent transit - make transfers easier, makes spontaneous trips possible, makes transit competitive - Studies say frequency
- Frequent service, sky train, more reliable, filler bus-shuttle bus
We need to be able to give feed back to make changes to the transit system

- Increased cost of parking!, Extended hours, also active transportation connectivity. Transit not taking as long. However, I intend to ride my bike more at my current work location
- More frequent transit schedule - convenience
 Bike racks on all buses- I often cycle, but some distances are too far, but still want my bike at the end
 Improve active transportation and transit - important for human health and safety as well as convenience when travelling longer distances
 Secure bike parking - had my bike stolen last year
- We make electric busses here; why don't we have them here? Can we use abandoned mail lines?
 More efficient service, better busses
- Reduce the price of transit
- Better sidewalks and walk to bus, consistent schedule. I really dislike seeing all the buses 'out of service.' Why not allow riders until they get to the garage - switch drivers and keep going?
- 24hr 15min schedule - reliable/consistent/safe. Make routes available all day not just during rush hour, use smaller buses if needed. No 'out of service' buses unless they are broken. Allow riders whenever they are on the road.
- Better routes. Must be able to look system-wide when assessing costs, benefits, and financing options, rather than siloed departments. Don't take because of accessibility, ease, and time. From where I live, it is a long walk to the route I need, or a long commute with changes to get where I need to go. It is not convenient, nor appealing.
- More frequent service in the evenings, weekends, reliability. Integrated, seamless mobility. Use TDM measures and transportation hierarchy. Quit fiddling around the edges, focus on neighbourhoods most likely to use them. Time to think about overhauling our approach to transit. Have to make transit more convenient, comfortable, safe and more appealing.
- Multi-modal. Car/share - Uber would reduce demand for personal vehicles. This in turn might free up parking need for these vehicles. Is diesel transport a reasonable option?
- Rapid transit routes, more diesel buses, electrify transit, make it easier. Light rail routes.
- Additional routes to/from downtown. Cheaper fares. Emission standards. Subsidize electric car purchases. More electric buses. When it's cheaper than driving to work, when bus stops are closer, when buses are not so crowded, need more heated bus shelters, better deals on fares for downtown jobs.
- Improve active transportation and transit connectivity. More walking, biking, or riding transit. Make transit more convenient, more comfortable than driving. Make it more frequent, make stops more comfortable. Make transit routes direct.
- Want to find out if comments about transit are heard by City and what action is taken, if any. Need small bus to "fill in." Buses are not on time. Not enough transit. Car insurance too high

- Implementing a system in which different types of transportation are coordinated and easy to use. Park and ride options. Increasing the ease of taking and using transit. At this point in time, it's simply more convenient easy to take my car. Making transit safer to use. Purchase more electric buses.
- Current policy of extending transit service to new neighbourhoods pulls from existing services of decreasing frequencies.

Q2: What is your greatest motivation for using active transportation (walking, cycling) to get around the city? Check all that apply.

- Convenience
- Exercise/health
- Affordability
- Reducing GHG emissions
- Other_____

Provide rationale for some of your choices below.

- Parking is hard/expensive to find downtown so I walk to work instead
- Walking is often faster than driving and parking around Osborne, downtown
- Convenience- it's easy to know approximately how long it will take to get to destinations. Exercise/health for my own mental health and well being.
- Convenience, exercise/health - In summer the routes are easy and clear. I will never cycle in the winter, cannot get warm enough for me
- I never use such transport, as for me the commute would take too long. My daily commute is already around 1 1/2 hours via transit (each way) Bike trails/lanes (actual lanes) would help
- Living and working in the core area it is much more convenient to walk or bike - being shackled to a car and the hassle of parking sucks.
- Reducing our carbon footprint is important, reducing our reliance on cars encourages more compact walkable cities (less sprawl) which is essential for climate change and mitigation and adaptation
- Convenience - I live in a relatively high-density neighbourhood, I can access most of my needs within a five-minute bike ride
- Public bike share, Integrated bike paths, protected bike lanes
- Exercise/health
- All of the above - I often can get home from work quicker by bike then car (when bike lanes are present) - my bike is far more affordable than a car and associated costs - I try to be very conscious of my GHG contributions and so choose to bike/walk/bud/carpool before driving by myself

- Protected bike lanes, need more respect for cyclist, don't build a road without active transportation built in
- Clear the snow on bike paths, more bike paths
- All of the above - but as a senior with a hip replacement, I don't feel safe biking in traffic on bumpy streets. Fear of falling.
- Make transit something everyone wants to use instead of something some have to use! Make it a great experience: friendly, clean, easy, timely. Need more bike lanes and better connectivity. Bike education. Partners: community bike hubs, The Wrench, Active to Safer Routes to school, Green Action City, University Student Association
- Pleasure.
- If it is walkable, as when I lived downtown. I walked everywhere. From the suburbs it is difficult. Consider focusing more service in dense neighbourhoods more likely to utilize and offer less service to car-friendly suburbs.
- Would be interested in cycling through winter but only on protected bike lanes or pathways that are quickly and predictably cleared of snow.
- Exercise/health and reducing GHG emissions.
- For me, incorporating walking and biking into my life is for physical health benefits, but I also gain by not paying for a car or bus service.
- Affordability. Cap on number of cars back home. If extra cars, extra charge per car. Railway line utilization. Get private sector investment in public transportation.
- Additional routes to connect shopping locations better. Crosstown routes are terrible

Q3: Electric vehicles offer an opportunity to drastically reduce GHG emissions from vehicle use – a priority area also identified in the provincial and federal climate action plans.

Would you like to see the City support EV uptake by investing in public charging stations? Are there other actions the city could take to increase uptake?

- Public charging stations should be implemented when there is more demand/uptake for electric vehicles. What's the tipping point for this kind of investment
- The cost of EVs are relatively high compared to gas powered cars and investing in charging stations seems to benefit those who can afford to buy EVs(at this point in time)
- Yes
- More gas taxes, subsidy to install charging stations
- Yes - invest in public charging. Reserve and prioritize EV parking in central parts of the city and all major parks and city destinations. Celebrate, champion and make EVs cool. Transition transit fleet to electric - the major manufacturer is even located here.

- Not a huge fan of EVs since it simply allows/encourages commuter behaviour of solo driving. Doesn't offset issues of congestion, parking, maintenance that comes with SVs. More interested in buses/public transit and electric buses.
- Ideally, yes. However, I don't know how viable EV vehicles are in a climate as cold as ours. Therefor I'm unsure how much would be a "wise" investment
- Support EV's but still need focus to reduce # of cars on the road and to help create liveable/walkable communities where cars are less needed.
- Sure, but a functional public transit system is a much more important priority. Busses carry so many more people - less wear on infrastructure
- EV still use lots of energy and space. We should sell to the states rather than use it on EV. Instead work on less energy intensive transportation options
- More level 3 / DC charging stations. Better marketing for EV. Have hydro have incentive for use of EV (better revenue for hydro to pay for cost overrun of building, projects up north). Barrier to ICE vehicles.
- Convert transit fleet to electric ASAP. Add a city field tax. Add a user/ride using surcharge. Dedicate school zone speeding tickets to school transportation plan improvements. Develop a community-based travel marketing plan - successful pilot. Look to Portland for results. Link this program to new infrastructure.
- Yes, I would like to see more EV points. However, I prefer to see a reduction in the number of vehicles on the road
- Yes, however we need to step away from the car culture mindset and still focus more on alternative transportation options - electric buses
- Yes, Incentives to use and disincentivize for gas powered vehicles, electric busses
- Not a priority for me but at park and ride lots it would be helpful.
- Yes - we need more level 3 charging stations. They charge faster and are more practical to use. Level 2 charging stations can take 8-10 hours to charge a Tesla from empty. Level 3 charging stations take 1 hr to charge from empty. Increase marketing and incentives for purchasing electric cars. We own a Tesla, it works well in the winter, but many people assume that electric cars won't work in our weather. These kinds of misconceptions could be clarified with good marketing and awareness campaigns.
- Yes - establish working group to develop electrification strategy

Q4: Other than direct financial incentives to support action by you and your fellow citizens, how might the City of Winnipeg encourage Winnipeggers to invest in, or utilize sustainable transportation options?

- Financial disincentives to drive/park in key areas

- More holistic planning between provincial and municipal governments in terms of carbon tax and sustainable transit investments - framework to determine how carbon tax revenues are distributed; should municipalities receive a % if they are investing in sustainable infrastructure
- Convenience of the routes in terms of accessibility by pedestrians to pedestrian friendly, dense areas of the city. It seems easy to get to a shopping mall by bus, but not to other areas.
- Implement a municipal by law/ordinance requiring TDM or commuter reduction plans/goals/reporting for various sides of employers.
- Uber etc. A fee to invest into transit systems. Large corporations investing in public transportation for their employees. Carbon tax to invest into green tech.
- Ease of use - reduce time for trips ie. Shorter transfer times, more express busses
- Again, bike lanes, better transit. Specifically create actual lanes (not just painted bike symbols on the shoulder; those are dangerous) Also, finish rapid transit as fast as possible. As it stands it saves very little time because it has to rejoin the normal traffic regularly
- Support Go Manitoba ridesharing and Peg City Coop. Support special events and challenges in schools, for community (Bike Week, Commuter Challenge). City could support hotels that implement bike programs for guest. Tie health and environment together (benefits) and look at things like air quality monitoring and programming. Notes that Green Action Centre does air quality programs in schools.
- Tax on gas, tolls on roads coming into the city to reduce sprawl and generate revenue, make it more expensive to insure a second car - disincentivize multiple car families
- Put tolls on roads coming into the city of Winnipeg and prevent sprawl and generate revenue
- Incentives for workplaces to get a benefit for carpooling, Promoting the EcoPass, more expensive to register a 2nd or 3rd vehicle
- Bike sharing, car co-op
- Support car co-ops, free bikes available around the city, smaller community areas - keep key needs/services within 2 mile radius to encourage walking/biking, solar roadways- use sidewalks/bike lanes for easier maintenance; using battery reserves to melt snow and ice, support bike shops, advertisements "shaming drivers", planting seeds of why someone needs to drive a certain vehicle type ie trucks,. encouraging active transit
- Benefits on water bills, hydro bills, free bus passes, disincentivize for more vehicles
- If transit buses were more available and affordable
- Continue to make it more accessible and available
- More public awareness campaigns. Find creative ways to make sustainable transportation options more convenient than using vehicles.

- Increase costs of operating vehicles and have them pay their way (e.g. gas tax increase, parking charges in shopping centre parking lots, property tax - add vehicle value to house value). Strategy for freight vehicles needed.

Waste

Q1: One of the key focus areas for the Climate Action Plan is to reduce the amount of waste generated. The less waste generated in our homes and businesses means less waste transported and processed in Winnipeg's landfills.

How can the City and its communities help you to reduce waste? What would help you reduce waste in City facilities or commercial buildings?

- Improve composting options - community space for compost in dense (Osborne DT) neighbourhoods that have limited/no yard space
- Incentives for businesses to utilize waste-reduction organizations/non-profits - city funding for environmental organizations
- Learn about organizations that will recycle/reuse materials
- Individual incentives to help establish good habits
- Duplex and Triplex bin sharing, back lane bin sharing, share compost
- Make it more convenient to recycle a variety of products- batteries, glass, aluminum containers
- Improve technology to sort and separate various products. Make it easier to separate garbage and recycling.
- Implement bans on single use plastic items. Implement bans on materials that have nowhere to go. Encourage businesses to have recycling bins around their buildings.
- Don't have paper towels in bathrooms, put in better recycling, pick up recycling from public locators consistently.
- My household is already fairly efficient in this regard, more info on the side of bins (what can be recycled, cannot) as well as more bins would be good. Many people don't know what is "recyclable"
- The city should provide a composting service. This would greatly reduce household waste. There is lots of support for this.
- Tax products at point of purchase based on amount of packaging
- Waste costs should come from costs of the goods themselves. Ideally a tax that could capture the actual waste generated (ie. high tax on products that are wrapped in too much plastic) - could take the form of consumption tax - must be done in partnership with surrounding municipalities
- 1. Mandatory recycling to pickup at residential units(apts)
2. Recycling education campaign - like the "Lets talk Bell"

- Focus on reducing use of new items, fun targets within workplace
- Ban single use plastics
- Offer a guide on how waste can be properly recycled so there are less contaminates - Community compost bins
- Curbside composting. Consider changing for garbage by volume as other cities have done. Could be by income to not burden lower income families. More and easier recycling options. Ban single use bottled water. Only compostable cups/plates etc in City offices or buildings.
- Curbside composting pick up. Accept more materials. Need to also address industrial and commercial waste. Ban single use plastics, organics. Public recycling that are for all materials. Ensure waste/recycling containers in public spaces are emptied frequently.
- Packaging is used for producers to ensure loss prevention. Advertising, breakage prevention and the consumer gets stuck.
- Making the manufacturers/purchasing companies responsible for the waste they create. Ban on single use plastics. City wide composting.
- Mandate recycling pick up for private landlords. Invest in capital upgrades at multi-material recycling facilities. Community compost collection - green bins. Information on how it gets used.
- Ban single use plastics. Put labels on blue bins for what can be recycled. Reduce packaging. Apartment blocks should provide recycling opportunities. Know who's doing what. Bins for recycling everything. Swap stations. Community composting. Support good behaviour for composting.
- Legislate more action from product designers to reduce wasteful packaging.

Q2: Educational and awareness programs can help communities both a) reduce overall amount of waste and b) ensure items that could be recycled don't go the landfill (i.e. cardboard, glass, plastics, electronics).

- Workshops & events
- Pop up booths at other city events
- Newspaper articles
- Youtube videos
- Social media posts
- Other_____

What types of programs should be top priorities for the City? Who are the key community partners?

- YouTube videos, Facebook, twitter. Reduce and reuse before recycling.

- Community partner - artsjunktion, waste reduction through reclaiming, creative reuse, provide workshops promoting zero waste reductions and reuse
- There are all white ppl here - we need to include more ppl in the conversation
- CIER released a report on an Indigenous engagement report on climate change - considers a broader perspective on the issue
- Workshops in schools.
- Recycling is inherently complex, and training needs to fit with a very diverse multi-cultural nature of the community. Emphasize reduce.
- List of neighbours who compost- share - subsidize family with bigger family. Need to be aware of costs for programs as ability to pay. Have commuters need to contact city by phone, education, need to have information in newspapers
- Commercials (radio and television). Swap facility where people can bring things that are still in good condition that they don't use or need. Further advertising for recycling facilities. Work with agencies who work with immigrants to teach them about how to recycle.
- None of the above, they create waste - put resources into improving waste sorting
- YouTube ads. YouTube traffic is responsible for over 50% of all internet traffic, would catch a lot of eyeballs. Make the ads short, sweet and funny will make people take note. Additionally, in general electronic and "other" types of recycling (pacific 4R depot) are not well advertised or understood by many. they should be pushed harder; I see a ton of electronic waste all the time
- Target kids - Info campaign with very specific and very clear info/lists of what can and can't be recycled - videos, website banner ads, on bins themselves, printable page for home fridge or office
Make the message clear that over-recycling (throwing everything in hoping for the best) contaminates recycling
- Have proper recycling on street, not just drink containers that are profitable
Better recycling for multifamily with private waste pickup
- How do we get amore diverse group of participants in this type of workshop?
Increased community outreach, resident meetings, pop-ups, find where the people are and go to them
- Start with elementary schools
- Materials on recycling bins. Online ads that are information based telling us what/how to recycle, less focus on inspiring/motivating. Education!
- Workshops and door-to-door pop ups, commercials, contests, rewarding the behaviour you want. Partner with second hand shops and local non-profits who will sell to generate revenue for their operations. Also Mother Earth on recycling and waste minimalization. Also with producer responsibility, organizations for education for residents and business to know why recycling their products is important and how to do it.

- Social media posts, workshops and events, pop-up booths
- Social innovation challenges - crowd source and engage. If videos will be used, they must be clever, innovative, catchy and fun.
- Focus on reduce first. Add swapshop to 4R depots. Produce promotional materials in different languages. Partner with immigrant centres.
- The reduce aspect of consumerism. 4R depot better marketing. Better education for recycling and composting. Better sorting of recycling.

Q3: A number of programs can help the City focus efforts to increase waste diversion, and reduce consumption in residential, commercial, and industrial buildings:

- Educational and awareness programming
- Implement a construction and demolition program focussed on building construction waste
- Implement a bylaw to ban materials that could be recycled or composted (i.e. electronics, used oils, cardboard, organics, etc.)
- Increase support for backyard composting
- Implement a city-wide curbside compost program
- Improved waste management of products containing ozone-depleting substances
- Other

Why types of programs should be top priorities for the City? Why? Who are the key community partners?

- Ban plastic bags but consider public health scenarios that may require the use of plastic
- Strong communication strategy to move composting as easily accessible as possible
- Ban materials from landfill that can be readily recycled
- Compost drop off/pick up options, centres and community options
- More deposit programs like the one for car batteries, ban plastic bags, bylaws for "bad" products
- Expand landfill diversion to include waste from commercial services (especially construction garbage)
- Ban on single use plastics
- Implement more strict regulations on junkmail and flyers
- Neighbourhood composting, city pick up recycling from on street bins

- Keeping an eye on and encouraging businesses to dispose of waste correctly is nice. Additionally, trying to clamp down on the pollution entering the Red, which flows into the severely polluted lake Winnipeg, would be good. I realize this is more a provincial and federal issue, but it would be nice if the city would assist.
- City wide curbside composting
- Increase support for agencies that reuse and recycle - thrift stores, Hands of Hope, Arts Junktion. Make hazardous waste disposal easier - a few more centralized depots - besides batteries at libraries
- Revise building code to include composting chute that will carry compostable waste into backyard
- Residential composting
- Increase support for backyard composting and Implement a city-wide curbside program - I would like both of these
- Organics should never go to the landfill, building constructions waste - no incentive to plan properly on how to minimize waste, Bylaw for recyclables/compostable -not only are these materials taking up excessive landfill space but dues to the nature of landfills they'll likely never break down, Stripping materials from natural resources without returning them (taking away from future needs)
- Brochure guidelines for residents how to properly recycle used goods
- City can implement a single use plastic ban for grocery bags, plastic straws, Styrofoam containers. Recycling is no longer enough - we need to reduce (and a ban is the quickest way to get results). City should be rewarding recycling and composting, not charging for it and charging for waste pickup. Partners: CBCRA, Province, Green Action Centre
- Not sure where it fits in but making it much easier to deal with electronics, consumer products, chemicals, batteries, lightbulbs etc.
- Career Action Centre (composting education), Compost Wpg, Mother Earth Recycling - pay them to pick up mattresses from homes. Charge for trash but not recycling/composting. Make it easy and convenient.
- Rewarding for recycling or composting and charging for waste picking. Take care of used fridge/appliances. Incentive for recycling/composting companies.
- Help with people with fill bins. Partner with social enterprises like Mother of Earth, Build, Green Action Center.
- Tax. Curbside composting or communal composting. Educate, educate educate!
- Implement a city wide curbside composting program. Reward residents for recycling and composting and charge residents for waste. Further advertise 4R centres/recycling facilities

Q4: Other than direct financial incentives to support action by you and your fellow citizens, how might the City of Winnipeg encourage Winnipeggers to invest in waste reduction and enhance diversion from landfill?

- If the city is providing composting and recycling services, increase garbage fees to disincentivize waste creation
- Clear communication on how to recycle and compost
- Provide info/resources/tips on how to reduce household waste. Ex bulk barns jar program, plastic bag alternatives
- Provide signs to folks who compost, people can leave their composting there
- Make more efficient use of social media for community outreach to educate people about waste management and better consumption practices
- Ban single use plastic in all government buildings to set the example for others to use
- Elect composting reps in each neighbourhood to monitor residential composters
- Making it easier than throwing everything away in the garbage. Further education and marketing of waste reduction services and programs.
- Develop industries in Winnipeg that use materials in new products or do the processing
- Kind of addbull, but I've seen programs in Europe and Asia where commuters can have the public transport fare subsidized or eliminated entirely. I guarantee if you give people a fare reduction or something more would take transit and recycle more.
- Ban plastic bags
- Encourage and support recycling, upcycling, reuse agencies. Find ways to keep items outside of landfills. Have bins where residents can sort items near their homes or organize community collections.
- Mandate that construction companies also reduce/reuse/recycle materials - separate a in 4R depot
 - advertisements that encourage REDUCTION! Too much focusing on recycling which is the bare minimum
 - Promotion of alternative composting technologies - vermi-composting, Home biogas system, community composting system
- Move focus on re-use as well. Target education to working with immigrant centres, welcome centres, ensure messaging is clear for them. Partners: support Compost Winnipeg by providing space for composting and promoting service.
- Expand free items dropped off on boulevards.