

**Indigenous and Municipal Relations**

Inland Port Special Planning Area

Community and Regional Planning Branch

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June 24, 2016

**File No.: 13-2-172-2016-0108****INLAND PORT SPECIAL PLANNING AUTHORITY**

**RE: INLAND PORT SPECIAL PLANNING AREA BY-LAW 4-16 TO RE-ZONE PART  
SW ¼ 28-11-2E FROM INLAND PORT RURAL ZONE TO "I2" INDUSTRIAL GENERAL ZONE  
(IAN CORBETT - APPLICANT)**

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The intent of this application is to re-zone one existing parcel of +/- 10.18 acres and legally described as part SW ¼ 28-11-2E at 8064 Park Royale Way from Inland Port Rural Zone to "I2" Industrial General Zone to establish a vehicle oriented service, being a repair shop for trucks and trailers. The property is owned by Tak Yuen Sung and there is an existing steel warehouse building on site (approximately 1800 ft<sup>2</sup>) that is to be retained. The site plan proposes a 10,000 ft<sup>2</sup> service shop, parking for trucks and trailers as well as the potential for a future addition to the service shop of 10,000 ft<sup>2</sup>.

**INLAND PORT SPECIAL PLANNING AREA REGULATION 48/2016:****Development Plan:**

Policies within the Inland Port Special Planning Area Regulation support businesses that benefit from access to tri-modal transportation.

The area proposed for re-zoning is designated Manufacturing and Logistics Industrial according to the Development Plan. Policies within this designation support development of general and heavy industrial uses, including manufacturing, distribution, warehousing, logistics and transportation related businesses. "I2" Industrial General Zone uses are permitted to establish within this designation.

Areas along the east edge of the lot are designated as Open Space, which coincides with an existing creek. There are specific policies that require development to reduce the potential impact on nearby sensitive land uses, including ecologically sensitive areas. Development adjacent to Open Space designations may be required to incorporate fencing, tree lines, earth berms or other features on the industrial site to reduce any potential noise impacts. This concept is further supported by Environmental Protection policies which state that development should minimize impacts on natural waterways and riparian habitat.

The area along the northeast edge of the lot (adjacent to Prairie Dog Trail) is designated an Active Transportation (AT) Corridor. The objective of active transportation is to provide a network that provides an efficient alternative to motorized transportation for the CentrePort workforce. Although the demand for active transportation does not exist at this time, it may in the future. There is an opportunity now for the municipality to obtain a strip of land alongside Prairie Dog Trail as public reserve for an active transportation corridor to be developed in the future. Development fronting on an AT Corridor will be expected to provide additional landscaping or a site design that helps to create an appealing environment for the active transportation facility.

Urban Design and Landscaping policies require landscaping buffers between industrial development and existing residential dwellings. There is an existing residence to east of the lot proposed for re-zoning. There are two existing residences to the north, although they are some distance from the proposed development. The additional landscaping that will be required alongside Prairie Dog Trail as a result of the AT corridor designation will provide a visual buffer for the residences to the north.

Prairie Dog Trail is identified as a Collector Street in the Development Plan. It is expected that sidewalks will eventually be included on Collector Streets, and prioritized for collector streets within an active transportation corridor. When it is required, any sidewalks would likely be included within the road right-of-way of Prairie Dog Trail.

The development will be required to hook up to municipal services (water and wastewater) when available. Costs for this, outlined in the Capital Lot Levy By-law, will be applied as part of the Development Agreement to be entered into with the RM of Rosser.

### **Zoning By-law:**

The subject property is currently zoned Inland Port Rural Zone. This zone was established as a holding zone to allow existing uses to continue until such time as development is proposed.

The proposed zone is "I2" Industrial General Zone. Land uses within this zone are to be oriented towards industrial uses, including manufacturing and distribution uses with substantial large cargo truck activity and high cube warehouses. Streetscapes shall be comprised of utilitarian frontages, including loading docks, facilities for movement of large cargo trucks and service and delivery vehicles, and trees planted for shade.

Vehicle Oriented Services are a permitted use within this zone and the Industrial Corridor Overlay standards apply:

| Use                         | Parking                        | Building Height   | Building Setbacks |                 |                 | Parking Access              | Site Coverage |
|-----------------------------|--------------------------------|-------------------|-------------------|-----------------|-----------------|-----------------------------|---------------|
|                             |                                |                   | Front             | Side            | Rear            |                             |               |
| Services (Vehicle-Oriented) | 3/1000 ft² of gross floor area | 3 stories maximum | 1.5 m. (5 ft.)    | 6.1 m. (20 ft.) | 6.1 m. (20 ft.) | 9.1 m. (30 ft.) from corner | 70% maximum   |

A site plan has been provided. A new 10,000 ft² service shop is proposed to be attached to the existing building on site. Based on the site plan provided all site requirements appear to have been met, although this will be verified prior to issuance of a Development Permit.

The Zoning By-law also requires that building frontages within the proposed zone have a portion (i.e.: common entry) that is 30% clear glass. This will also be verified during the Development Permit review process.

The Zoning By-law requires that any new industrial building must be separated from any existing residential building by 61 m. (200 ft.) in the Industrial General Zone. The site plan meets these setbacks.

It is recommended the developer submit their proposal for meeting the Sustainable Development Measures as a condition of zoning.

### **DEVELOPMENT REVIEW COMMITTEE:**

The application was reviewed by the Development Review Committee for the Inland Port Special Planning Area. The following requirements/comments were received:

**RM of Rosser:** A lot grade plan will be required, drainage requirements will have to be met and water and sewer requirements will be detailed in the Development Agreement. The municipality requests a traffic impact study and road upgrade requirements. The Development Agreement will also address the application of the Capital Lot Levy By-law.

**Sustainable Development:**

*The Environmental Compliance and Enforcement Branch and the Water Control Works and Drainage Licensing Section have no concerns.*

*The Office of Drinking Water has no concerns with the subdivision provided that the proposed lots will be connected to the RM of Rosser public water system and there are no inter-connections between existing private wells and the supply. Submission of drawings and specifications to the Office of Drinking Water is not necessary as long as standard design and construction practices and provincial requirements for separation between water and wastewater lines are observed.*

**Infrastructure:** A permit will be required from Manitoba Infrastructure for any new, modified or relocated access to PR 221 and for any proposed construction or placement of structures or objects within the control area adjacent to this highway. If PR 221 is abandoned to the municipality prior to the final approval of the re-zoning, the municipality will be the traffic authority responsible for access and structure approvals.

As a condition of approval, sufficient information will have to be provided to our regional Technical Services Engineer to determine if drainage from this site will adversely affect the provincial highway drainage system. If necessary, a drainage plan prepared by qualified experts may be required. Any required drainage revisions to the highway drainage system will be the responsibility of the developer.

MI is also concerned with the potential impact that the additional traffic generated by this proposal will have on traffic operations and safety on roadways in this area. Although some traffic information has been provided, more detailed information may be required to determine if any on-highway improvements are required to accommodate the proposed development.

**Winnipeg Airports Authority:** Federal regulations restrict height on the proposed parcel but the buildings proposed meet the requirements. The height of the buildings will be checked again at the building permit approval stage.

**City of Winnipeg:** Landscaping buffers outlined in the Development Plan should be applied along the creek corridor. Policies that would apply include: "The future design of subdivisions and layout of development parcels should minimize the impact on areas that have environmental or ecological significance or sensitivity" and "Development fronting on an Active Transportation Corridor will be expected to provide additional landscaping or a site design that helps to create an appealing environment for the active transportation facility."

No concerns: **Agriculture, Transport Canada, Sport, Culture and Heritage (Historic Resources Branch), South Interlake Planning District, Manitoba Hydro and MTS Inc.**

No comments were received from **Growth, Enterprise and Trade (Mineral Resources)** and **Office of the Fire Commissioner**.

**COMMENTS/RECOMMENDATION:**

In general, the proposed re-zoning is in keeping with the policies of the Manufacturing and Logistics Industrial designation.

Areas along the east edge of the lot are designated as Open Space, which coincides with an existing creek. The plan of developments submitted with the application show truck parking right up to the property line at this location. This would not be permitted and it is recommended as a condition of approval that the developer incorporate fencing, tree lines, earth berms or other features on the industrial site to reduce any potential impacts to the creek. It will also serve to provide as a buffer to the existing residential use east of the creek, which is required by the Urban Design and Landscaping policies.

The area along the northeast edge of the lot (adjacent to Prairie Dog Trail) is designated an Active Transportation Corridor and it is recommended the municipality obtain a strip of land alongside Prairie Dog Trail as public reserve for an active transportation corridor to be developed in the future. The width of the public reserve can be determined, in consultation with the applicant. Typically, 15-20 ft. would be considered adequate and in keeping with what has been requested in other applications. There should also be additional landscaping in this location to meet the requirements of the Development Plan.

If the Board decides to recommend approval of the application, it should be conditional on the following:

1. That the applicant/owner enter into a development agreement with the Municipality to ensure consistency with the *Inland Port Special Planning Areas Regulation 48/2016* and to cover any other such matters as deemed necessary by Council. The Development Agreement will include, but not be limited to, approval of a lot grade plan, drainage requirements will have to be met, extension of sewer and water services, road upgrades, a traffic impact study and application of the Capital Lot Levy By-law.
2. Confirmation that a permit has been obtained from Manitoba Infrastructure for any new, modified or relocated access to PR 221 and for any proposed construction or placement of structures or objects within the control area adjacent to this highway. If PR 221 is abandoned to the municipality prior to the final approval of the re-zoning, this requirement would be waived.
3. Confirmation from Manitoba Infrastructure that drainage onsite will not adversely affect the provincial highway system.
4. Confirmation from Manitoba Infrastructure that additional information regarding traffic generation by the proposal has been provided and that any concerns have been addressed appropriately.
5. That public reserve be taken along the northeast edge of the lot (adjacent to Prairie Dog Trail) for future development of an active transportation corridor.
6. That the developer submits a revised site plan illustrating fencing, a tree line, earth berm or other features where the easterly lot is adjacent to the Open Space designation and how additional landscaping or a site design that helps create an appealing environment for the future AT facility will be accommodated on site.
7. That the developer submits their proposal to meet the minimum of five Sustainable Development Measures outlined in the Zoning By-law.

  
Meagan Boles  
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c.: Ian Corbett, applicant