



## **Indigenous and Municipal Relations**

Inland Port Special Planning Area  
Community and Regional Planning Branch  
610-800 Portage Avenue, Winnipeg, Manitoba, Canada R3G 0N4  
T 204-794-3817 F 204-945-5059  
www.manitoba.ca

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**File No.'s: 4172-2016-7532 and 13-2-172-2016-0125**

## **INLAND PORT SPECIAL PLANNING AUTHORITY**

**RE: APPLICATION TO SUBDIVIDE AND BY-LAW 5-16 TO RE-ZONE PART SW ¼ 3-12-2E  
FROM INLAND PORT RURAL ZONE TO "I2" INDUSTRIAL GENERAL ZONE  
(P.B. RENTALS INC. - APPLICANT)**

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P. B. Rentals Inc. has proposed to subdivide and re-zone two +/- 10.0 acre lots (totaling +/- 20.0 acres) from a +/- 39.66 acre parcel legally described as Pt. SW ¼ 3-12-2E and owned by Ernest M. Futros Jr. The lots are intended for general industrial use, being the establishment of a storage container and trailer business and construction equipment rentals. The proposal includes the construction of a 9,600 ft<sup>2</sup> office/repair shop which would be located on proposed Lot 1. The business employs 6 staff. Lot 2 would be retained for future expansion. The property is located on the east side of Klimpke Road and north of Mollard Road. The lots are to be serviced with onsite water and wastewater until such time as municipal servicing is available.

## **INLAND PORT SPECIAL PLANNING AREA REGULATION 48/2016:**

### **Development Plan:**

The objective of policies within the Development Plan is to protect, enhance and promote land use and development that will contribute to the establishment of a comprehensively planned and functionally integrated inland port. Policies support businesses that benefit from access to tri-modal transportation and development that allows for the cost-effective installation/extension of municipal services.

The area proposed for subdivision and 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 uses are permissible in this designation.

Transportation related policies state that developers should be responsible for improving the transportation network to meet the needs of development and that individual projects must accommodate future road connections at strategic locations to provide seamless connections to future development. There is no road layout defined in the Development Plan for the area proposed for development, likely because development in this area was not contemplated so immediately. The intent in this location is that road networks would be proposed by the developer as part of an overall development or as part of a concept plan for future development.

Urban Design and Landscaping policies encourage tree planting and landscaping along roads.

Servicing policies state that 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.

Phasing policies state that the logical and orderly phasing of development will generally follow the extension of municipal services. The first phases of development will be within or immediately adjacent to developed areas or within the rail serviced industrial designation. Deviations from this approach may be considered in order to provide opportunities for un-serviced development. Un-serviced development should be directed to the lands along the west or northwest side of the inland port, north of the CPR rail line and adjacent to the Perimeter highway. These lands are located at the furthest point from where water and wastewater services will initially be installed and extended into the plan area.

**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 and warehousing/storage are permitted uses within this zone and the Industrial Corridor Overlay standards apply:

Use	Parking	Building Height	Building Setbacks			Parking Access	Site Coverage
			Front	Side	Rear		
Vehicle Oriented Services	5/93 m <sup>2</sup> 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
Warehousing and Distribution	1/3 of employees						

Based on the site plan provided, most site requirements appear to be met. This and other zoning requirements, such as building frontages with a portion (i.e.: common entry) that is 30% clear glass will be confirmed prior to issuance of a Development Permit.

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. This application meets the setback requirements.

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

**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:

**The Property Registry (Land Titles):** a Plan of Subdivision prepared by a Manitoba Land Surveyor is required.

**The RM of Rosser:** The municipality is concerned that this is non-contiguous development. If approved, the following would be required: a Traffic Impact Study including haul route identification, a drainage study and application of the Capital Lot Levy By-law. Klimpke Road is a rural road and would need to be upgraded to RTAC standards. In its current condition at this location, the road would be unable to accommodate the traffic proposed.

**Infrastructure:** It is recommended that a concept plan be developed for future development of Section 3-12-2E taking into consideration the surrounding area. This should include an internal road system that will guide future development of the area. The applicant should also be informed that the connection from Klimpke Road to PTH 101 will be closed in the future. Access to PTH 101 will then be via the service road or Mollard Road to PTH 7/Brookside Boulevard to PTH 101.

**Sustainable Development:**

*The Environmental Compliance and Enforcement Branch* notes that the septic tank must be registered and installed in accordance with the *Onsite Wastewater Management Systems Regulation M.R. 83/2003*. Also, the proposed use on site will likely generate waste oil, waste oil filters, batteries, parts wash and other hazardous wastes. The proponent will be required to register as a hazardous waste generator in accordance with the *Hazardous Waste Regulation M.R. 195/2015* and comply with all requirements set out in the regulation to transport and dispose of hazardous waste. If the proponent wishes to install and operate a petroleum storage tank onsite to provide fuel for the heavy equipment, the tank must be installed in accordance with the *Storage and Handling of Petroleum Products and Allied Products Regulation M.R. 188/2001*.

*The Office of Drinking Water* has no concerns it is recommended that a complete water quality analysis for microbiological and chemistry be completed to ensure the source water meets Health Canada's Guidelines for Canadian Drinking Water Quality. Additional information on water quality testing and water treatment is available to private well owners through the Office of Drinking Water.

*Water Control Works and Drainage Licensing Section* has no concerns but note that all water control works (drains, culverts, dykes, dams, etc.) require licensing under *The Water Rights Act*.

**South Interlake Planning District:** The developer should ensure the site layout can accommodate fire trucks and that water supply for fire suppression on site is addressed adequately.

No concerns: **Agriculture, Winnipeg Airports Authority, City of Winnipeg, MTS Inc. and Transport Canada.**

No comments were received from **Growth, Enterprise and Trade (Mineral Resources), Sport, Culture and Heritage (Historic Resources Branch), Manitoba Hydro and Office of the Fire Commissioner.** If additional comments are received from any of the above entities prior to the public hearing, additional conditions may be applied.

**COMMENTS/RECOMMENDATION:**

One of the objectives of the Development Plan is to protect land to allow for a comprehensively planned and functionally integrated inland port. While the type of land use proposed is generally acceptable under the Manufacturing and Logistics Industrial policies, it is premature to develop these lands without a concept plan for how development may proceed in the surrounding area, particularly areas to the east. There is interest in development along Brookside Boulevard to the east of the site and the current proposal would prevent any future road connections. If approved, a concept plan for how these lots would fit into a larger development would be required. Limiting the proposal to a single lot (Lot 1) that the proponent would like to develop more immediately may mitigate concerns around the lack of a concept plan and connections to future development. Future development would be more easily developed surrounding a single lot than that two lots proposed which pose more of a barrier to connecting development to the east of the site.

The land proposed for subdivision and re-zoning is not contiguous with existing development. This has the potential to cause demand for servicing where it may not be logical and orderly. Although demand for servicing for this development is not high, the Development Plan does direct un-serviced development to

the lands along the west or northwest side of the inland port, north of the CPR rail line and adjacent to the Perimeter highway.

Developers should be responsible for improving the transportation network to meet the needs of development. Rosser raised concerns during the technical review regarding the capacity of Klimpke Road to accept additional traffic at that location. The road would have to be upgraded to RTAC standards, which can be quite costly.

If the Board decides to recommend approval of the subdivision application, the approval 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, extension of sewer and water services, road upgrades, establishment of proposed landscaping, a traffic impact study and application of the Capital Lot Levy By-law.
2. That the applicant submits a concept plan for development of the area to the east illustrating how the proposal will fit in with future development, including any future road connections.
3. That the developer submits their proposal to meet the minimum of five Sustainable Development Measures outlined in the Zoning By-law.

If the Board decides to recommend approval of the re-zoning application, there are no additional conditions recommended. The change to the zoning would not occur until such time as the conditions of the subdivision have been met.



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Meagan Boles  
Senior Planner, CentrePort

c.: P.B. Rentals Inc., applicant