



Municipal Relations

Inland Port Special Planning Area
Community Planning Branch
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November 2, 2020

File No.: 4172-20-7973

INLAND PORT SPECIAL PLANNING AUTHORITY

RE: INLAND PORT SPECIAL PLANNING AREA BY-LAW 2-20 TO RE-ZONE AND SUBDIVIDE PART OF THE SW ¼ 34-11-2E IN THE RURAL MUNICIPALITY OF ROSSER FROM “IPZ” INLAND PORT RURAL ZONE TO “I2” INDUSTRIAL GENERAL (WSP CANADA GROUP LTD - APPLICANT)

The intent of this application is to re-zone and subdivide two existing parcels legally described as:

- Lot 1 Plan 67085 WLTO in the SW ¼ 34-11-2 EPM and
- Lot 2 Plan 66526 WLTO in the SW ¼ 34-11-2 EPM

Lot 1 is approximately 54.5 acres and lot 2 is approximately 64 acres. All of lot 2 and part of lot 1 (+/- 25 acres), for a total of 89 acres, are included in the proposed subdivision and re-zoning.” The parcels will be re-zoned from Inland Port Rural Zone to “I2” Industrial General Zone to accommodate 40 new industrial lots ranging in size from +/- 1.52 acres to +/- 4.28 acres. This proposal will be an extension of BrookPort Business Park. The residual of lot 1 will be further subdivided and rezoned as part of Phase 4 of the BrookPort Business Park.

The affected parcels are currently utilized for agricultural purposes. There are no existing buildings or structures on the property.

The proposed subdivision will include an internal public road network with a direct access to Farmer Road to the south and two connections to the existing public roads to the east. No accesses are proposed to the north due to the planned extension of the Chief Peguis Trail.

INLAND PORT SPECIAL PLANNING AREA REGULATION 48/2016:

Development Plan:

The area proposed for rezoning is designated Manufacturing & Logistics. This designation supports the development of medium to larger scale industrial development. Policies within the Inland Port Special Planning Area Regulation support a variety of uses such as light industrial, general industrial and warehousing/storage.

Policies also state that the development will be required to connect to available municipal services. Wastewater and water services may be extended from the BrookPort Business Park immediately east of this proposed development. 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 Rural Municipality 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 such as manufacturing, truck activity, warehousing and distribution. Streetscapes in this zone are comprised of utilitarian frontages, including loading docks, facilities for movement of large cargo trucks and service and delivery vehicles, and trees planted for shade.

The Industrial Corridor Overlay standards will apply as the lots become developed. Future development will be required to meet the following standards:

Use	Parking	Building Height	Building Setbacks			Building Frontage	Parking Access	Site Coverage
			Front	Side	Rear			
Industrial General	Varies depending on land use	3 stories maximum	1.5 m. (5 ft.)	6.1 m. min (20 ft.)	6.1 m. min (20 ft.)	50% min of total building frontage to be glass with 60% min clear glass	18.3 m. min (60 ft.) from corner	70% maximum

The Zoning By-law also requires that new development applications achieve at least five points from one or more of the sustainable development measures. Because the application is only for the rezoning and subdivision of the property, future landowners will be required to meet the sustainable development measures, which would be verified at the time of issuance of a development and/or building permit.

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: The Property Registry will require a multi-lot plan of subdivision with public roads as proposed.

Infrastructure: Infrastructure does not object to the rezoning or subdivision and notes that they have been in consultation with the applicant regarding the proposed extension of the Chief Peguis Trail. MI does not anticipate any negative effects and requires the following to be conditions of approval:

- The developer provides written confirmation that sufficient information has been provided to the regional Technical Services Engineer to allow the engineer to determine if the development may adversely affect the provincial highway drainage system. The regional office may request the applicant to submit a detailed drainage plan.
- The developer provides written confirmation from the department that a traffic impact study has been received and approved for this development. The additional traffic that will be generated by the development may affect the adjacent road network. A traffic impact study will be required to determine the impact and to identify the type of on-highway improvements that may be required to safely accommodate the traffic generated by this development.

Infrastructure – Water Management and Structures: A drainage plan will be required.

Additional comments were obtained in relation to the City Protection Drain. In previous subdivision applications, concerns were raised by nearby residents about overland flooding and the impact of new development. The City Protection Drain was identified as the main reason of concern due to lack of provincial maintenance. Since the previous public hearing in December 2019, Municipal Relations has been in contact with the Water Management section regarding maintenance of the Drain. In May 2020, the Drain was surveyed, followed by some repairs to the culvert and a clean out in July and August. It is

noted that further investigation is required and the survey information obtained in May will be used in the future to determine if the existing culvert crossings are undersized and overall drain capacity.

City of Winnipeg: The City of Winnipeg commented:

- The Developer shall submit an updated Traffic Impact Study (TIS) to the Public Works Department to determine if roadway modifications are required. This may be an update to the previous TIS previously conducted for Subdivisions 7478 & 7777.
- The applicant should be made aware that the capacity to accept wastewater discharge from the proposed lots has yet to be determined. Development on the subject land may be delayed until adequate wastewater servicing is available. The Public Service is submitting a report to Council this autumn regarding the remaining capacity of North End Sewage Treatment Plant. Wastewater servicing for lots created by Subdivision 4172-20-7973 will be considered in association with the results of the Council review and will be consistent with any requirements of Council.
- Discharging of wastewater to the City of Winnipeg wastewater system shall comply with the Service Sharing Agreement.
- If wastewater system upgrades within the City of Winnipeg are required to support the development area, the RM shall pay their share of the wastewater upgrade costs as determined by the Director of Waste and Waste.

Manitoba Hydro requires easements. The landowner will be required to enter into a Statutory Easement Agreement and a Grant of Right Use Agreement.

BellMTS requires easements and the landowner will be required to enter into a Right-of-Way Agreement with BellMTS.

The following departments and agencies responded with no concerns: **Manitoba Agriculture.**

No comments were received from: **RM of Rosser; Winnipeg Airports Authority; Growth, Enterprise and Trade (Mineral Resources); CN Rail; Sport, Culture and Heritage (Historic Resources Branch) Sustainable Development – Crown Land Programs; and Sustainable Development – Environmental Approvals; South Interlake Planning District; Canada Post; Rosser Fire Department; and Office of the Fire Commissioner.**

COMMENTS/RECOMMENDATION:

The proposed re-zoning and subdivision is in keeping with the policies of the Manufacturing & Logistics designation. This parcel will be contiguous with development to the east (BrookPort Business Park). The "I2" Industrial General Zone will provide for the most flexibility of future uses and can accommodate industrial uses such as manufacturing, distribution, warehousing and truck activity.

Municipal Relations notes that the applicant is proposing Phase 4 at a later date. The Special Planning Area Regulation 49/2016 requires all re-zoning applications to be approved by the Minister of Municipal Relations. The Department recommends Phase 3 and Phase 4 are re-zoned in this application and only the subdivision of Phase 4 is completed later, and that the municipal Capital Lot Levies are only applied to the subdivided portion of this application (i.e. 89 acres). This will streamline the approval process for Phase 4.

One lot will be minimally impacted by the proposed Chief Peguis Trail extension, however because of required building setbacks there is little risk to development of this lot. Placement of any proposed structures may be addressed as part of the Development Agreement to prevent any issues.

A development agreement will have to be entered into with the Rural Municipality of Rosser, which, among other things, will address payment of Capital Lot Levies, water and wastewater servicing, drainage requirements, a lot grade plan, and access requirements. The Development Agreement should also

address structure placement on lot 14, which is impacted by the Chief Peguis Trail extension. Additionally, the applicant will also be responsible for any legal and engineering fees incurred by the municipality because of the development.

Manitoba Infrastructure recommended a traffic impact study be prepared to determine the impact that the additional traffic will have on the adjacent road network and identify the type of improvements that may be required. Additional information regarding drainage must also be provided to Manitoba Infrastructure to determine if drainage from this site will adversely affect the provincial highway drainage system.

The City of Winnipeg will require an updated Traffic Impact Study and confirmation that adequate wastewater capacity is available at the North End Sewage Treatment Plant.

WAA did not provide comments however, it is recommended an approach survey is conducted and that the survey certificate is provided to the WAA.

Subsequent developers of each proposed lot will be required to meet the Sustainable Development Measures.

The applicant/owner will also be required to submit a lot approval fee to the Province and provide a multi-lot Plan of Subdivision to be prepared by a Manitoba Land Surveyor (to be pre-approved by The Property Registry).

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

1. That a Development Agreement be entered into with the RM of Rosser 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 water and wastewater services, road upgrades, establishment of proposed landscaping, traffic impact study, drainage study, lot grading, structure placement on proposed lot 14, and the application of the Capital Lot Levy By-law to Phase 3 of the development.
2. That the Inland Port Special Planning Area Regulation 48/2016 is amended to rezone the affected parcel to "I2" Industrial General.
3. Confirmation from Manitoba Infrastructure that drainage onsite will not adversely affect the provincial highway system.
4. Confirmation from Manitoba Infrastructure that a Traffic Impact Study has been provided and any items identified have been addressed appropriately.
5. Confirmation from the Winnipeg Airport Authority that the developer has completed an approach survey and submitted the survey certificate to the WAA.
6. Confirmation from the City of Winnipeg that a Traffic Impact Study has been provided.
7. Confirmation from the City of Winnipeg that a drainage plan has been provided.
8. Confirmation an Easement Agreement has been entered into with Manitoba Hydro and Bell MTS.

Kari Schulz

Kari Schulz
Planner, CentrePort

c.: Meagan Boles c/o WSP, applicant