



Municipal Relations

Inland Port Special Planning Area
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File No.: 13-2-172-2021-0020

INLAND PORT SPECIAL PLANNING AUTHORITY

**RE: INLAND PORT SPECIAL PLANNING AREA BY-LAW 1-21 TO RE-ZONE
PART OF SECTION 30-11-2 EPM; PART OF NE ¼ 19-11-2 EPM; PART OF S ½ 29-11-2 EPM;
AND PARCELS C, D, H AND J PLAN 50401 WLTO
IN THE RURAL MUNICIPALITY OF ROSSER
FROM "IPZ" INLAND PORT RURAL ZONE TO "I3" INDUSTRIAL HEAVY
(WSP CANADA GROUP LTD - APPLICANT)**

The intent of this application is to re-zone multiple parcels (held under five Certificates of Title) legally described as:

PART OF SECTION 30-11-2 EPM;
PART OF NE ¼ 19-11-2 EPM;
PART OF S ½ 29-11-2 EPM; AND
PARCELS C, D, H AND J PLAN 50401 WLTO

The land is currently owned by Her Majesty the Queen in Right of the Province of Manitoba. The developer, Focus Equities, has entered into an agreement with the Province of Manitoba for development of the rail park. A letter of consent has been obtained from Manitoba Infrastructure permitting the rezoning of the land.

The affected parcels encompass +/- 620.96 acres, located generally west of CentrePort Canada Way and south of the Canadian Pacific Carberry Subdivision right-of-way. Rosser Road (PR 221) bisects the proposed rail park, as does Omand's Creek.

The affected parcels are currently utilized for agricultural purposes. There are two remnant farmstead sites with some remaining silos, both along Summit Road, which would be removed prior to development.

The intent of this application is to complete a preliminary rezoning of the entire Rail Park. By doing so, the developer will have additional financing and marketing opportunities as it will provide increased assurance for lenders and buyers. A concept plan has been provided, however it should be noted that the actual development may be different and is dependent on future tenants of the Rail Park. As development proceeds, additional rezoning and subdivision applications will be required.

INLAND PORT SPECIAL PLANNING AREA REGULATION 48/2016:

Development Plan:

The area proposed for rezoning is designated Rail Serviced Industrial. This designation supports the development of rail-oriented industrial development, as well as larger scale heavy industrial development. Developments should be designed with sufficient space to accommodate the transfer of heavy goods and materials from truck to rail and vice versa. The development should also be well-connected to adjacent land use designations by roads and the active transportation network.

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 "I3" Industrial Heavy Zone. Land uses within this zone are to be oriented towards heavy industrial uses such as manufacturing and distribution activity, including multi-modal, inter-modal and specialized shipping facilities. Buildings within this zone are to have the largest footprint within the inland port, are to be limited to three stories in height, and may be situated anywhere on the lot in accordance with bulk requirements.

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 Heavy	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.)	n/a	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 of the property, future rezoning and subdivision applications, or landowners, will be required to meet the sustainable development measures, which would be verified at the time of application or 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:

RM of Rosser: The RM of Rosser supports the re-zoning of the Rail Park lands. Regarding the City of Winnipeg’s comments on the proposed Inland Port Special Planning Area Zoning By-law Amendment 1/2021, the RM of Rosser submits that it would be inappropriate to provide the City’s comments as conditions of approval as they are not developer issues. Rather they are inter-municipal issues that can be addressed between Rosser and the City.

Infrastructure (MI) - Highway Design Branch: No objections. However, Manitoba Infrastructure notes the following:

- Traffic Impact and Drainage studies will be required prior to development;
- There are some concerns regarding the number and location of the proposed accesses onto Provincial Road 221 (Rosser Road) as well as the three proposed rail crossings. These concerns can be reviewed at the time of subdivision.
- Additional right-of-way of land being re-zoned closest to the Provincial Trunk Highway (PTH) 100/PR 221 interchange might be required.

Please note that PTH 101 is a Limited Access Highway and has been classified as an expressway. Our department’s long range plans for this highway would eliminate all at grade road and access connections to this highway. These connections would be replaced by grade separated interchanges at selected locations. Traffic on municipal roads and services roads would then be directed to the selected interchange/intersection locations. Prior to this future work it may become necessary to close some local municipal and service road connections to PTH 101.

Please note the following statutory requirements affecting PTH 190 and PR 221:
Under the Transportation Infrastructure Act, a permit is required from Manitoba Infrastructure to construct, modify, relocate, remove or intensify the use of an access. A permit is also required from Manitoba Infrastructure to construct, modify, remove or relocate a structure or sign, or to change or intensify the use of an existing structure (including the alteration of existing buildings) within the 38.1 m (125 ft) controlled area from the edge of the highway right-of-way's.

In addition, a permit is required from the Manitoba Infrastructure for any planting placed within 15 m (50 ft) from the edge of the right-of-way of this highway.

City of Winnipeg: The City of Winnipeg commented:

- A Transportation Impact Study is submitted to ensure the City's modelling and Transportation Master Plan are current.
- The applicant should be made aware that wastewater capacity at the North End Sewage Treatment Plant will not be reserved for the subject lands.
- Discharging of wastewater to the City of Winnipeg wastewater system shall comply with the Service Sharing Agreement.
- The RM shall provide written notification a minimum of ninety days in advance of the addition of any High Strength Discharger of Wastewater.
- 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.
- A reasonable pre-development flow shall be used to determine drainage requirements.

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

No comments were received from: **Infrastructure – Water Management and Structures 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 is in keeping with the policies of the Rail Serviced Industrial designation.

Municipal Relations notes that this rezoning application is preliminary, and that it is likely an additional rezoning or subdivision application will be submitted prior to the development of the land.

Typical conditions of approval, such as a traffic impact study or drainage plan, are not applicable at this stage. However, to ensure development does not occur prior to the appropriate studies being completed, the Department recommends that a development agreement is entered into between the RM and the developer.

Manitoba Infrastructure indicated that a Traffic Impact Study will be required prior to development and noted some concerns regarding the number of accesses and rail crossings onto Provincial Road (PR) 221. However, these concerns can be reviewed at the time of subdivision and prior to development. Additionally, MI also noted that additional land might need to be dedicated for an interchange at the intersection of PTH 100/PR 221.

The City of Winnipeg also required a Traffic Impact Study and confirmation that adequate wastewater capacity is available at the North End Sewage Treatment Plant. However, in response to the comments from the City the RM of Rosser has indicated they are inter-municipal issues that can be addressed between Rosser and the City. Alternatively, some of the comments by the City might be addressed at the time of subdivision and prior to development.

Subsequent rezoning or subdivision applications, or subsequent landowners, will be required to meet the Sustainable Development Measures.

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, the completion of the appropriate studies prior to development and any related items such as the extension of water and wastewater services, road upgrades, establishment of proposed landscaping, traffic impact study, drainage study, lot grading, and the application of the Capital Lot Levy By-law.

Fernando Velarde Trejo
Planner, CentrePort

c.: Meagan Boles c/o WSP, applicant