



Municipal Relations

Inland Port Special Planning Area
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November 28, 2018

File No.: 13-2-172-2018-0163

INLAND PORT SPECIAL PLANNING AUTHORITY

**RE: INLAND PORT SPECIAL PLANNING AREA BY-LAW 3-18 TO RE-ZONE
PART OF THE 29-11-2 EPM IN THE RURAL MUNICIPALITY OF ROSSER FROM "IPZ"
INLAND PORT RURAL ZONE TO "I2" INDUSTRIAL GENERAL
(10021630 MANITOBA LTD - APPLICANT)**

The intent of this application is to re-zone and subdivide an existing parcel described as part of the SE ¼ 34-11-2 EPM from "IPZ" Inland Port Rural Zone to "I2" Industrial General. The parcel is approximately +/- 225.0 acres in size and the majority of the parcel is utilized for agricultural purposes. There are no existing buildings or structures on the property.

The applicant proposes to subdivide the parcel and create 66 new lots, ranging in size from 1.50 acres to 8.0 acres. The proposed subdivision will be developed over five phases and the first phase is comprised of ten lots immediately west of Sturgeon Road.

The future extension of Chief Peguis Trail and its intersection with CentrePort Canada Way will require the relocation of a portion of the Oak Point branch rail line to the west. The current long range transportation plan will require the realignment to cross the subject property parallel to Sturgeon Road. The applicant has accommodated this realignment in the subdivision plan.

The proposed subdivision will include an internal public road network with direct access to Sturgeon Road, and after the final phase is complete, a connection to Summit Road.

Original discussions with the applicant indicated that an aquaponics produce facility would be constructed on one of the Phase One lots. The application does not address this portion of the proposal and it is unclear if that is still the intention. The remaining lots will accommodate industrial development within CentrePort.

INLAND PORT SPECIAL PLANNING AREA REGULATION 48/2016:

Development Plan:

General policies in the Inland Port Special Planning Area Development Plan state that development should allow for the cost-effective extension of municipal services, benefit from access to tri-modal transportation, and to protect and respect the natural environment. Specifically, policy 5.1.2.4 states that serviced industrial uses should be located contiguously throughout the plan area. Policy 3.1.2.4 states that developers should be responsible for improving the transportation network to meet the needs of the development.

The area proposed for rezoning is designated Manufacturing & Logistics. Policies within this designation support development of heavier industrial uses, including those that accommodate large-scale vehicles

and those that may generate higher levels of nuisance. "I2" Industrial General type uses are permitted in this designation.

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:

Rosser Fire Department: The Rosser Fire Department requires sufficient access points and water supply.

Infrastructure: Infrastructure does not object to the rezoning, however they noted several concerns about the overall design of the proposed subdivision:

- There is no connectivity to the adjacent lands to the north;
- There are a number of lots that have frontage along Sturgeon Road. In addition to the two public road accesses, it appears there will be a separate access to each lot resulting in a high number of accesses within a short distance; and
- The location of the proposed railway in relation to the proposed lots fronting onto Sturgeon Road.

In addition to revising the subdivision design, Infrastructure requires the following to be a condition of approval:

- Additional information will need to be provided to the regional Technical Services Engineer to determine if the development will have an impact on drainage. The regional office may request the applicant to submit a detailed drainage plan.

Winnipeg Airports Authority: The WAA stated that all development must meet the applicable regulatory requirements. Additionally, prior to any construction activities, a land use submission must be sent to Nav

Canada to assess and approve all approvals for land use near airports. They also recommend the following:

- On-site standing water or ponds should be limited during the course of construction and as planned features since they attract wildlife that may be hazardous to airport operations;
- “Cut-off” exterior lighting features should be used to ensure there is no upward light projection;
- Compliance with the Obstacle Limitation Surfaces (OLS) should be verified by conducting an approach survey. The survey certificate should be provided to the WAA; and
- During construction, practices for obstacle management should be followed.

Manitoba Hydro and **Bell MTS** will require easements.

No comments were received from: **RM of Rosser; Transport Canada; Manitoba Agriculture; Manitoba Infrastructure – Water Management; Growth, Enterprise and Trade (Mineral Resources); Sustainable Development – Crown Land Programs; and Sustainable Development – Environmental Approvals.** **City of Winnipeg; South Interlake Planning District; Sport, Culture and Heritage (Historic Resources Branch); and Office of the Fire Commissioner.**

COMMENTS/RECOMMENDATION:

The subject parcel is designated appropriately for the proposed use, however, it may be premature to develop this area. Phasing policies within the Inland Port Special Planning Area state that the logical and orderly phasing of development should follow the extension of municipal services. Transportation related policies state that developers should be responsible for improving the transportation network to meet the needs of the development.

The applicant stated that the subdivision would be completed over five phases, that the site would be serviced with onsite wastewater management systems, and that Sturgeon Road would remain gravel with no proposed upgrades to an industrial standard. Policies state that the sites should be serviced, contiguous with existing development and that developers are responsible for improvements to the transportation network, which changes the economics of the proposal. Other costs of development to consider are the municipal Capital Lot Levies, drainage study, traffic impact study, approach survey, and legal fees.

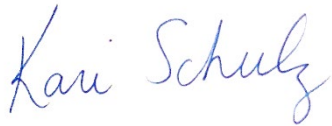
The applicant/owner will also be required to submit a lot approval fee to the Province and provide a multi-lot Plan of Subdivision to be prepared by a Manitoba Land Surveyor (to be pre-approved by The Property Registry).

At this time, the proposed development is non-contiguous to existing serviced development in the Inland Port. The proposed type of development must be serviced by municipal sewer and water and there may be demand for additional development in the area which would increase the demand for servicing where the extension of servicing would no longer be logical or orderly.

It may not be appropriate to approve the proposed rezoning and subdivision at this time, however 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, and the application of the Capital Lot Levy By-law.

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 Manitoba Infrastructure that the subdivision has been redesigned to address their concerns in regards to connectivity to the lands to the north, and reducing the number of access points along Sturgeon Road.
6. Confirmation from the Winnipeg Airport Authority that the developer has completed an approach survey and submitted the survey certificate to the WAA.
7. Confirmation that an Easement Agreement has been entered into with Manitoba Hydro and Bell MTS.



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