



Municipal Relations

Inland Port Special Planning Area
Community Planning Branch
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December 2, 2019

File No.: 4172-19-7882

INLAND PORT SPECIAL PLANNING AUTHORITY

**RE: INLAND PORT SPECIAL PLANNING AREA BY-LAW 2-19 TO RE-ZONE AND SUBDIVIDE
PART OF THE NE 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 an existing parcel legally described as:

The NE ¼ of Section 34-11-2 EPM

Exc Firstly: All that portion taken for Road Plan 5323 WLTO

And Secondly: All that portion taken for a right-of-way for power transmission line plan 7155 WLTO from "IPZ" Inland Port Rural Zone to "I2" Industrial General. The applicant proposes to also subdivide the parcel and create 57 new lots, ranging in size from 1.23 acres to 2.45 acres, to create a new industrial development within CentrePort.

The parcel is approximately +/- 143.0 acres in size and currently utilized for agricultural purposes. There are no existing buildings or structures on the property.

The Chief Peguis Trail extension abuts the subject parcel to the south, and the creation of lot 58 accommodates the future right-of-way. The proposal is immediately north of the BrookPort Business Park and all lots will be serviced with municipal water and wastewater. The proposed subdivision will include an internal public road network with two direct accesses to Mollard Road to the north and connections to future development to the west. Access across Mollard Road will require crossing a Manitoba Hydro transmission corridor.

INLAND PORT SPECIAL PLANNING AREA REGULATION 48/2016:

Development Plan:

The area proposed for rezoning is designated partly Service-Oriented Industrial and partly Manufacturing & Logistics. These designations support the development of small to medium 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 hook up to available municipal services. Wastewater and water services may be extended from the BrookPort Business Park immediately south 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. Because of the public roads, land titles will require signatures of encumbrances on the mylars.

Infrastructure: Infrastructure does not object to the rezoning or subdivision 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.

City of Winnipeg: The City of Winnipeg commented:

- The discharge of wastewater into the City of Winnipeg’s wastewater system shall comply with the Service Sharing Agreement, including written notification from the RM to the City in advance of the addition of any high strength discharger to the wastewater system, as well as the RM paying their share of the wastewater upgrade costs if deemed necessary.
- A traffic impact study to be prepared which includes all recent approved developments in the RM.
- The developer will be required to:

- Upgrade the portion of Brookside Boulevard abutting the development with one lane of pavement; boulevard landscaping; sidewalk; and street lighting;
- Construction of all turning lanes and related works;
- Payment for traffic control signals and related costs.
- Costs associated with these improvements are to be borne by the developer.

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 will require easements. Manitoba Hydro also expressed concern about the access to the proposed subdivision across the transmission line. The transmission line at this location was never intended to accommodate roads and it may not have the appropriate clearances required for industrial-related traffic. Additional information is required to determine the feasibility of access across the transmission line.

BellMTS will require 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: **CN Rail; Sport, Culture and Heritage (Historic Resources Branch); and Manitoba Agriculture.**

No comments were received from: **RM of Rosser; Manitoba Infrastructure – Water Management; Growth, Enterprise and Trade (Mineral Resources); Sustainable Development – Crown Land Programs; and Sustainable Development – Environmental Approvals; South Interlake Planning District; 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 Service-Oriented Industrial and Manufacturing & Logistics designations. This parcel will be contiguous with development to the south (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.

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. Additionally, the applicant will also be responsible for any legal and engineering fees incurred by the municipality as a result of the development.

Manitoba Hydro expressed concerns about the proposed access to the subdivision. The only access available to the site is through the transmission line. Municipal Relations, Manitoba Hydro and the applicant met recently to discuss potential solutions. Key takeaways from the meeting include:

- The transmission line is low (approximately 7 metres) and new developments require a clearance of 8.6 metres.
- Improvements to the towers may be required.

- The preference would be for the developer to purchase the required land and open as public road. Other options may be more feasible.
- The proposed segments of the public road to provide access are not part of this subdivision application and will require the Municipality to pass a road opening by-law.
- Manitoba Hydro and the applicant will work together to create a solution amenable to both parties.

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 also requires review of the traffic impact study as well as upgrades to the portion of Brookside Boulevard that abuts the proposed development. The required upgrades to paving Brookside Boulevard should be determined by the results of the traffic impact study. The other requirements – landscaping and lighting - can be addressed through the development agreement with the RM.

WAA recommended an approach survey is conducted and that the survey certificate is provided to the WAA.

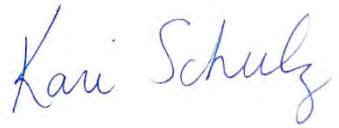
Subsequent developers of each proposed lot will be required to meet the Sustainable Development Measures.

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:

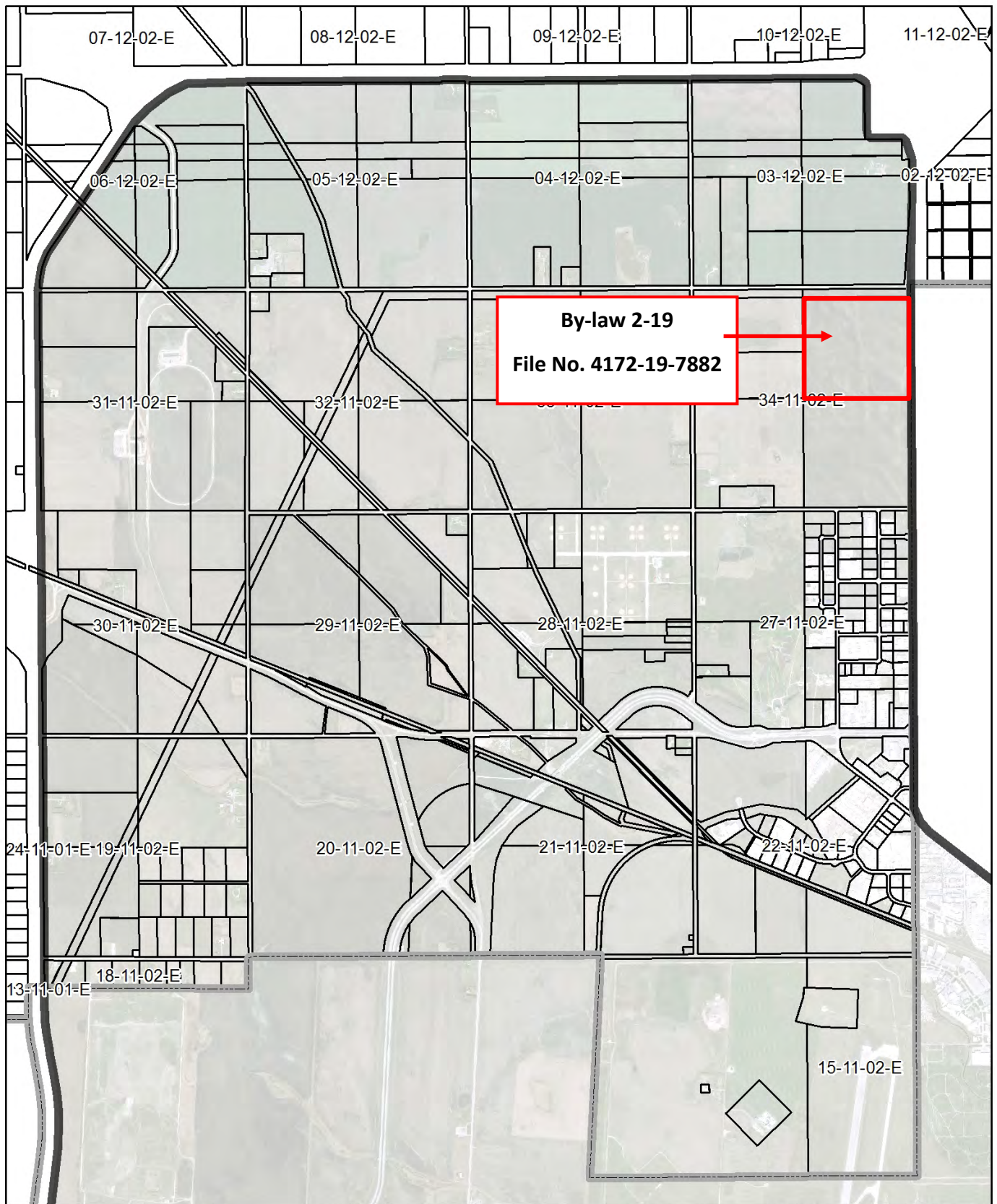
1. That a Development Agreement be entered into with the RM of Rosser to ensure consistency with the Inland Port Special Planning Areas Regulation 48/2016 and to cover any other such matters as deemed necessary by Council. The Development Agreement will include, but not be limited to, extension of water and wastewater services, road upgrades, establishment of proposed landscaping, traffic impact study, drainage study, lot grading, and the application of the Capital Lot Levy By-law.
2. That the RM of Rosser pass a road opening by-law and register a plan at the appropriate land titles office, as per Section 289 of The Municipal Act, for the road segments crossing the Manitoba Hydro transmission line.
3. That the Inland Port Special Planning Area Regulation 48/2016 is amended to rezone the affected parcel to "I2" Industrial General.
4. Confirmation from Manitoba Infrastructure that drainage onsite will not adversely affect the provincial highway system.
5. Confirmation from Manitoba Infrastructure that a Traffic Impact Study has been provided and any items identified have been addressed appropriately.
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 from the City of Winnipeg that a Traffic Impact Study has been provided.
8. Confirmation from the City of Winnipeg that a drainage plan has been provided.

9. Confirmation from Manitoba Hydro that access to the development meets Manitoba Hydro's regulatory requirements and operating standards.
10. Confirmation that an Easement Agreement has been entered into with Manitoba Hydro and Bell MTS.

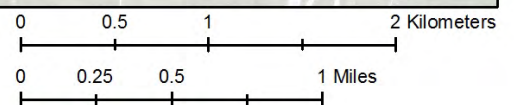


Kari Schulz
Planner, CentrePort

c.: Meagan Boles c/o WSP, applicant

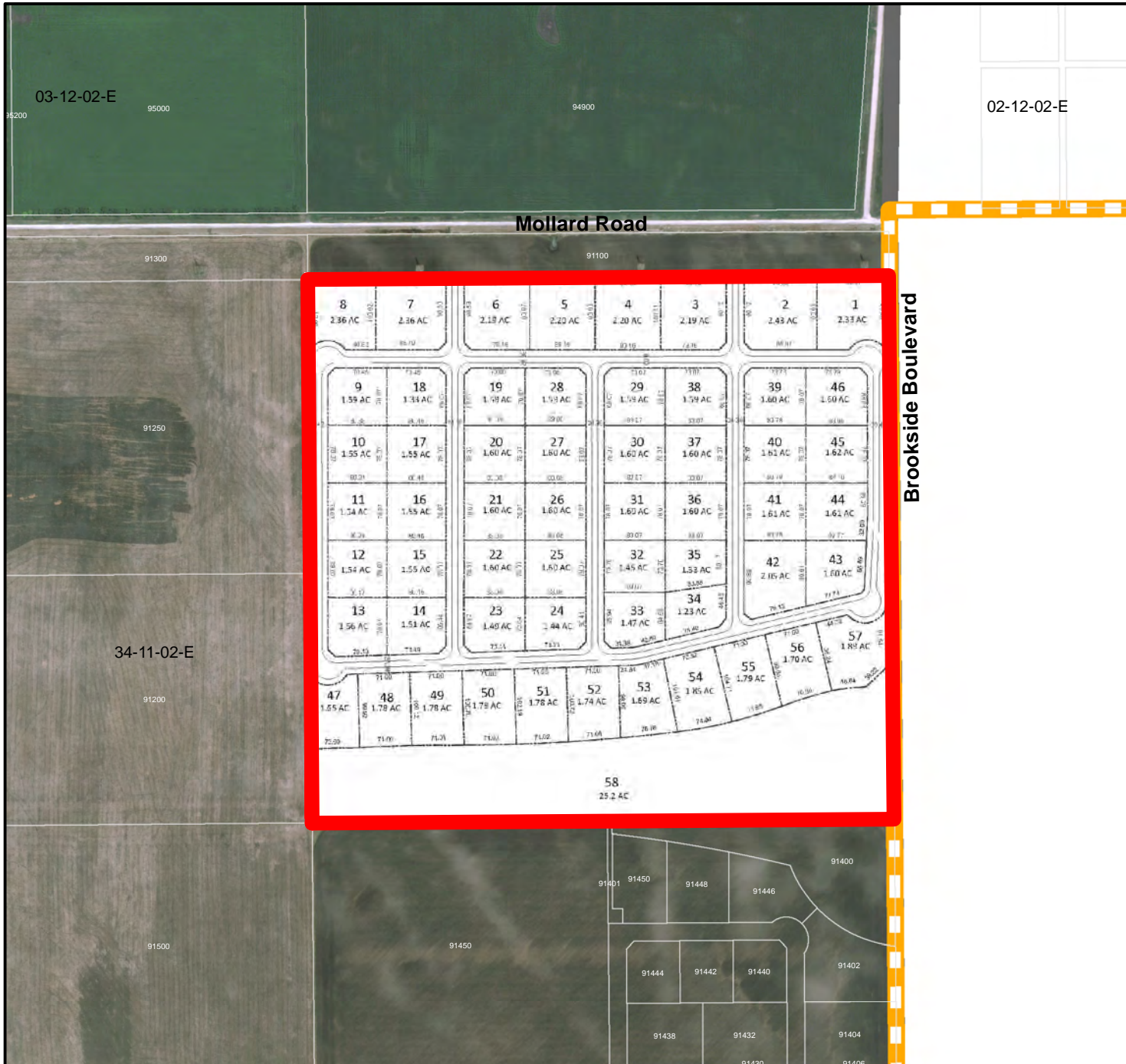



Inland Port Special Planning Area
Proposed Zone Amendment and Subdivision
Regional Setting



Proposed Subdivision - Inland Port Special Planning Area

Part of NE 1/4 34-11-2 EPM



 Subject Parcel

File Number: October 4, 2019

4172-19-7882

Applicant:

WSP Canada Group Limited (Meagan Boles)

Notes:

Inland Port Special Planning Area Regulation 48/2016:
 Development Plan:
 Service-Oriented Industrial and Manufacturing & Logistics
 Zoning By-law:
 Inland Port Rural Zone
 Proposed Subdivision:
 CT 2630042 = +/- 143 acres
 Proposed Lots 1 to 57:
 +/- 1.23 to +/- 2.45 acres
 Proposed Lot 58: +/- 25.2 acres
 Refer to subdivision application for additional details.

Approving Authority _____ Date _____

