



Municipal and Northern Relations

Inland Port Special Planning Area
Community and Regional Planning Branch
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August 15, 2024

File Nos.: 13-2-172-2024-0001 (Zoning By-law Application BL 1-24)
4999-24-7001 (Subdivision Application)

INLAND PORT SPECIAL PLANNING AUTHORITY

**RE: Inland Port Special Planning Area
Application To Rezone and Subdivide**
Lot 2 Plan 71903 WLTO and Lot 2 and 3 Plan 72341 WLTO in Section 20-11-2 EPM
Rural Municipality of Rosser
Applicant: WSP Canada Inc.
Registered Owner: 10073026 Manitoba Ltd.

Proposal

The intent of this application is to realign the boundaries between three titles, open one new public road, and rezone two lots. The land subject to subdivision and rezoning is legally described as Lot 2 Plan 71903 WLTO, and Lots 2 and 3 Plan 72341 WLTO in Section 20-11-2 EPM.

The applicant is proposing three lots with the following areas:

- Proposed Lot 1: 7.952 acres;
- Proposed Lot 2: 38.779 acres; and
- Proposed Lot 3: 10.0 acres.

No new titles will result from the subdivision. A new public road will be opened to provide access to proposed Lot 3 and connect RailPark Way to Selkirk Avenue at a later date. The proposed public road would be ± 2.82 acres. The applicant is proposing to create a temporary cul-de-sac, secured by easement, at the termination of the new public road until the connection to Selkirk Avenue, a City of Winnipeg Street, can be made.

The application also proposes to rezone the proposed Lot 1 and 3 from “I3” Industrial Heavy Zone to “I2” Industrial General Zone. Proposed Lot 1 will accommodate “Take-out” or “Fast-food” restaurants and “Vehicle-Oriented Services” or “Vehicle-Oriented Retail”, and proposed Lot 3 will accommodate “Vehicle-Oriented Services” or “Vehicle-Oriented Retail”.

Subject Land and Environs

The existing lots total approximately 71.3 acres and are vacant. Surrounding land uses include agricultural and industrial.

The subject land is located within the CentrePort Canada Rail Park. The subject land borders RailPark Way, PR 221 (Rosser Road), PTH 190 (CentrePort Canada Way), Selkirk Avenue, and the City of Winnipeg. Please note that Selkirk Avenue is within the City of Winnipeg limits.

INLAND PORT SPECIAL PLANNING AREA REGULATION 48/2016:

DEVELOPMENT PLAN

The policies of the Development Plan seek to protect, enhance and promote land use and development that will contribute to the establishment of a comprehensively planned and functionally integrated inland port while developing the area as a model for sustainability by encouraging sustainable practices in site building and design, and demonstrating leadership and innovation in energy conservation, ecological protection and sustainable transportation.

Designation

The Development Plan designates the land proposed for subdivision and rezoning as Rail Serviced Industrial. The objectives of the Rail Serviced Industrial designation are:

1. To accommodate the industrial development to the south of the CPR main line to facilitate the development of the rail serviced industrial lands; and
2. To support the prime location of the railway lines with the location of heavier industrial land uses.

Rail Serviced Industrial land should be preserved and maintained for uses that will benefit from direct rail service. Development should be designed with sufficient space to accommodate the transfer of heavy goods and materials from truck to rail and vice versa. They should also be well-connected to adjacent land use designations by roads and the active transportation network.

Development must be connected to the municipal sewer and water systems as the services are extended to their property. Costs for this, outlined in the Rural Municipality of Rosser Capital Lot Levy By-law, will be applied as part of the Development Agreement to be entered into with the Rural Municipality of Rosser.

Transportation and Street Overlay

The land subject to subdivision and rezoning fronts onto RailPark Way, a street with the Industrial Corridor Overlay. It is assumed that the proposed public road will have the Industrial Corridor Overlay, unless it meets the criteria for another. Streets with the Industrial Corridor Overlay are to be designed with the primary focus of serving industrial traffic, including the safe and efficient movement of large industrial trucks, including long combination truck trailers, and service vehicles. The Industrial Corridor Overlay standards will apply as the proposed lots are developed.

The subject lands also back onto CentrePort Canada Way, which has an Active Transportation Overlay and Active Transportation Network path. Lands that front or back onto CentrePort Canada Way must, if required by the approving authority, provide landscaping and an active transportation pathway along the right-of-way.

ZONING BY-LAW:

Existing Zoning

The subject properties are currently zoned "I3" Industrial Heavy Zone.

Land uses within the "I3" Zone are to be generally oriented towards heavy industrial uses such as manufacturing and distribution activity, including multi-modal, inter-modal and specialized shipping facilities. Permitted uses include heavy, general and light industrial uses, as well as a variety of transportation-related uses. Streetscapes in this zone are comprised of industrial frontages, including loading docks and facilities for movement of large cargo trucks and service and delivery vehicles, and trees planted for shade.

Proposed Zoning

The application proposes to rezone proposed Lot 1 and 3 from "I3" Industrial Heavy Zone to "I2" Industrial General Zone to accommodate land uses that perform a supportive function for the Rail Park.

- Proposed Lot 1 will be used for a “Fast Food Restaurant” or “Take Out Restaurant” and a “Vehicle-Oriented Service” or “Vehicle-Oriented Retail” use.
- Proposed Lot 3 will be used for a “Vehicle-Oriented Service” or “Vehicle-Oriented Retail” use.

Land uses within the “I2” Zone are to be generally oriented towards industrial uses, including manufacturing and distribution uses with substantial large cargo truck activity and high cube warehouses. Permitted uses include general and light industrial uses, agricultural-related and vehicle-oriented services and retail, offices, and some transportation-related uses. Streetscapes in this zone are comprised of industrial frontages, including loading docks and facilities for movement of large cargo trucks and service and delivery vehicles, and trees planted for shade.

Future development will be required to meet the following standards:

CATEGORY			I2 REQUIREMENTS	I3 REQUIREMENTS
Building Height¹			3 stories max	3 stories max
Building Setback²	Front		1.5 m (5 ft.) min	1.5 m (5 ft.) min
	Side	Abutting I1	N/A	N/A
		Abutting I2	6.1 m (20 ft.) min	9.1 m (29.8 ft.) min
		Abutting I3	9.1 m (29.8 ft.) min	6.1 m (20 ft.) min
	Rear		6.1 m (20 ft.) min	6.1 m (20 ft.) min
		1.5 m (5 ft.) to rear access lane min	1.5 m (5 ft.) to rear access lane min	
Parking³	Stalls		Varies depending on use (Schedule B: Zoning By-law, Appendix 2, Table 1 – Use and Parking in the Inland Port Special Planning Area Regulation)	Varies depending on use (Schedule B: Zoning By-law, Appendix 2, Table 1 – Use and Parking in the Inland Port Special Planning Area Regulation)
	Access		9.1 m (30 ft.) from nearest intersection min	18.3 m (60 ft.) from corner min
			Access must be from a lane where possible.	Access must be from a lane where possible.
	Setback		N/A	Landscaped with connection to existing or proposed sidewalk and bikeway
Encroachments			Yards are maintained open and unobstructed both at ground and above ground level except: <ul style="list-style-type: none"> • Yards may be encroached upon by accommodations for people disabled by barriers, fences, hedges, and landscape features. • Architectural features may encroach <ul style="list-style-type: none"> ○ Into a required side yard by no more than 12.7 cm (5”) for each 0.3 m (1 ft.) of required yard width, provided the unobstructed width of the yard is not 	Yards are maintained open and unobstructed both at ground and above ground level except <ul style="list-style-type: none"> • Yards may be encroached upon by accommodations for people disabled by barriers, fences, hedges and landscape features. • Architectural features may encroach <ul style="list-style-type: none"> ○ Into a required side yard by no more than 12.7 cm (5”) for each 0.3 m (1 ft.) of required yard width, provided the unobstructed width of the yard is not reduced to less than 0.9 m (3 ft.)

¹ Any chimney, electrical or telephone transmission line, electrical apparatus or the mechanical elements associated with the operation of a building, and any overhead, crane, television or radio mast, steeple, tower or water storage tank is excluded from the height of a building.

² The designated officer may determine the yard requirements if the lot configuration, topography, architectural features or site arrangement make the application of yard requirements uncertain.

³ Parking area must be drained and maintained with a stable surface which is treated so as to prevent the rising of dust or loose particles. Lighting is shielded and directed to reflect away from residential development.

		<p>reduced to less than 0.9 m (3 ft.)</p> <ul style="list-style-type: none"> ○ Into a required front or rear yard by not more than 0.9 m (3 ft.) ● Open, unenclosed and uncovered porches or paved terraces, without permanent fixed canopies, may encroach into a front or rear yard 3.2 m (10 ft.) max. ● Open and unenclosed stairways or balconies, not covered by a roof or canopy, may encroach into the required front yard by no more than 0.9 m (3 ft.) and into required rear yard by 1.2 m (4 ft.) max. 	<ul style="list-style-type: none"> ○ Into a required front yard or rear yard by not more than 0.9 m (3 ft.) ● Open, unenclosed and uncovered porches or paved terraces, without permanent fixed canopies, may encroach into a front or rear yard 3.2 m (10 ft.) max ● Open and unenclosed stairways or balconies, not covered by a roof or canopy, may encroach into the required front yard by no more than 0.9 m (3 ft.) and into required rear yard by 1.2 m (4 ft.) max
Fence Heights		3 m (10 ft.) inclusive of any security wire	3 m (10 ft.) inclusive of any security wire
Frontage	Shopfront	50 % min of total building frontage with 60% min clear glass	N/A
	Common Entry	Unlimited % of total building frontage with 30% min clear glass	N/A
Site Coverage		70% max	70% max
Roads	Lot access	Lot has frontage on an all-weather public road.	Lot has frontage on an all-weather public road.
	Future roads	No building or structure is being erected on land that has been designated for a future public road, and if development is adjacent to such land, it complies with all requirements that would apply if the road was already in existence.	No building or structure is being erected on land that has been designated for a future public road, and if development is adjacent to such land, it complies with all requirements that would apply if the road was already in existence.
Site Landscaping⁴		<p>Landscaped with connection to existing or proposed sidewalk and bike lane</p> <p>1 tree/18.3 m (60 ft.) min of frontage (all lot lines abutting public roads)</p> <p>3 shrubs/12.19 m (40 ft.) of primary frontage (lot line corresponding with building frontage)</p> <p>1 foundation shrub/3 m (9.84 ft.) of shopfront/common entry façade min</p> <p>Landscaped islands in parking areas every 40 number of stalls (hydro seeding, rock beds along with plantings is acceptable)</p> <p>Landscaped sidewalks/linkages to parking areas (hydro seeding, rock beds along with plantings is acceptable)</p>	<p>Landscaped with connection to existing or proposed sidewalk and bike lane</p> <p>Visually appealing aesthetic along primary frontage (a 6.1 m (20 ft.) landscaped buffer is recommended, although other options may be proposed that ensure a visually appealing aesthetic along primary frontage)</p>
Sustainable Development		Must achieve a minimum of 5 points from the Sustainable Development Measures Checklist .	Must achieve a minimum of 5 points from the Sustainable Development Measures Checklist .

⁴ Additional landscaping information:

- Native plantings are encouraged.
- Trees and shrubs may be clustered to create visual interest.
- Trees should be selected based on their suitability to the site.
- Trees must be planted in accordance with their mature size.
- Visually appealing aesthetic along primary frontage (a 6.1 m (20 ft.) landscaped buffer is recommended, although other options may be proposed that ensure a visually appealing aesthetic along primary frontage).
- Additional landscaping is encouraged to provide a visually appealing aesthetic.
- Plantings are required to be maintained and replaced as necessary.

Uses and Performance Standards⁵	Proposed uses must be permitted in accordance with <i>Table 1 – Use and Parking</i> .	Proposed uses must be permitted in accordance with <i>Table 1 – Use and Parking</i> .
	Industrial uses, including uses which may be noxious or offensive, must comply with the performance standards.	Industrial uses, including uses which may be noxious or offensive, must comply with the performance standards
For development near natural waterways, riparian habitat or ecologically sensitive land	A development built adjacent to land designated as a public open space may be required to incorporate fencing, a tree line or earth berm on the development’s site, adjacent to the property line, to screen or separate the land use.	A development built adjacent to land designated as a public open space may be required to incorporate fencing, a tree line or earth berm on the development’s site, adjacent to the property line, to screen or separate the land use.
	Development must respect waterways and protect and preserve the archaeological and heritage sites located within the inland port.	Development must respect waterways and protect and preserve the archaeological and heritage sites located within the inland port.
	Parcel layout should minimize the impact on areas that have environmental or ecological significance or sensitivity.	Parcel layout should minimize the impact on areas that have environmental or ecological significance or sensitivity.
For development adjacent to rail lines	Railways must be protected from incompatible development. Development adjacent to rail lines or yards may require noise and vibration mitigation measures such as a berm, fencing or both.	Railways must be protected from incompatible development. Development adjacent to rail lines or yards may require noise and vibration mitigation measures such as a berm, fencing or both.
	Fence required for lots abutting rail line or creek/drain.	Fence required for lots abutting rail line or creek/drain.

Other Zoning By-law Requirements

Landscaping Standards: Landscaping requirements are set out in Table 2 of the Zoning By-law. These standards will be met as each lot is developed, verified at the time of issuance of a development and/or building permit.

Additionally, because a new public road is proposed, additional landscaping (street trees) will be required. Industrial lands that front or back onto CentrePort Canada Way must, if required by the approving authority, provide landscaping and an active transportation pathway along the right-of-way.

⁵ Performance Standards:

- Air pollution: No air pollution or smoke shall be produced which is in excess of the maximum concentration for fine particulate matter and ground-level ozone as established under the *Canadian Ambient Air Quality Standards (CAAQS) for PM2.5 and Ozone*, as published in The Canada Gazette, Part 1, Vol. 147, No. 21, May 25, 2013.
- Dust, dirt or particulate matter: No discharge into the air of any dust, dirt or particulate matter shall occur from any activity or from any products stored on the zoning Site that is discernible without instruments at a lot line of the zoning site.
- Electrical disturbance: No activity shall cause electrical disturbance adversely affecting the operation of any equipment other than that of the creator of such disturbance.
- Glare or heat: No direct or sky-reflected glare or heat shall be produced in quantities which are discernible without instruments at a lot line of the zoning site.
- Inflammable or explosive materials: No inflammable or explosive materials shall be produced, used, stored or handled unless adequately safe-guarded, as approved by the Municipal Fire Department, against hazards of explosion.
- Liquid contaminants: No discharge of liquid contaminants or materials of such nature or temperature which contaminates any water supply, interferes with bacterial processes and sewage treatment or in any way causes the emission of dangerous or offensive materials shall occur into any public sewer, private sewage disposal system, stream or into the ground.
- Noise or vibration: No noise or vibration, other than related to transportation activities and temporary Construction work shall be produced in quantities which are discernible without instruments at a lot line abutting a non-industrial land use. Where noise attenuation is required within a Provincial Highway or a controlled area as defined in *The Highways Protection Act*, application shall be made by the Owner to Manitoba Highway Traffic Board or to Manitoba Infrastructure and Transportation respectively.
- Odorous gas: No emission of any odorous gases or matter shall be produced in quantities which are discernible without instruments at a lot line of the zoning site.
- Radioactivity: No activity, including storage or dumping, shall result in the emission of radioactivity in any amount.

Public roads: A building or structure must not be erected on land that has been designated for a future public road, and a development that is adjacent to such land must comply with all the requirements that would apply if the road was already in existence.

Sustainable Development Measures: New development applications must achieve at least five points from one or more of the Sustainable Development Measures listed in Table 3 of the Zoning By-law. Because the application is only for the 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.

Performance Standards: Industrial uses must conform with the performance standards set out in the zoning by-law.

Noxious or offensive uses: A use which may be noxious, or offensive may be permitted only if the use complies with the performance standards.

INTERNAL CIRCULATION:

The application was circulated to government department and agencies for their review and comment. A summary of the requirements/comments received are below. Please see the full comments for additional information.

BellMTS: Easements are required, and the landowner will be required to enter into a Right-of-Way Agreement with BellMTS for existing and/or future telecommunications facilities in connection with the subdivision. As easement rights must be registered against relevant titles, the developer is also required to register a statutory easement along with the Easement Plan, if required, in series immediately following the proposed subdivision plan.

Canada Post: Canada Post requires that the owner/developer comply with the following conditions:

- Include on all offers of purchase and sale a statement advising the prospective purchaser that mail delivery will be from a designation Community Mailbox, and subsequently advising the purchaser of the exact Community Mailbox location prior to closing;
- Consult with Canada Post Corporation (CPC) to determine suitable locations for Community Mailbox and to indicate these locations on the appropriate servicing plan; and
- On the appropriate servicing plan, provide an approximately sized sidewalk section (concrete pad) as per municipal and CPC standards to place the Community Mailboxes on, with any required curb depressions for wheelchair access according to CPC specs.

Cartier Regional Water Co-op: The Cartier Regional Water Co-op noted there is a main line that runs to the north of Mile Four Road and CentrePort Way.

City of Winnipeg:

Transportation: The City of Winnipeg requests an application package including a proposed pavement design and proposed roadway cross-section for the City street(s), and a Transportation Impact Study (TIS) to review the impacts to the nearby City streets and intersections. Additionally, the developer shall enter into an Agreement with the City of Winnipeg to upgrade or modify impacted City streets and intersections at no expense to the City, all to the satisfaction of the City and to pay all costs of future traffic control signals and other improvements as determined via the TIS or as determined by the City. Finally, the City requests the Rural Municipality of Rosser enter into a Maintenance Agreement with the City's Streets Maintenance Division to maintain sections of Selkirk Avenue.

Land Drainage: Drainage into the City of Winnipeg resulting from the proposed development cannot exceed the pre-development discharge rate to the satisfaction of the Water and Waste Department.

Water and Waste Department for the applicant: Interceptor sewer upgrades within the City are ultimately required to service the subject lands. Full development of the subject lands may be delayed until adequate wastewater servicing is available if City services are required.

Water and Waste Department for the RM of Rosser: Discharging of wastewater to the City of Winnipeg wastewater system, subject to capacity being available, will need to comply with the appropriately amended Service Sharing Agreement. The Water and Waste Department requests that a Designated Officer of the RM of Rosser provide written notification to the Director of Water and Waste a minimum of ninety (90) days in advance of the addition of any High Strength Discharge of Wastewater to the RM's wastewater system.

Environment and Climate Change (Drainage and Water Rights Licensing): The branch requires a License to Construct Water Control Works be issued prior to any development taking place.

Manitoba Hydro and Centra Gas: The landowner is required to enter into a Statutory Easement agreement(s) and a Grant of Right of Use Agreement(s) regarding existing and/or future facilities. This registration will need to be included as a condition on the Certificate of Approval.

Rogers Communications: There are no easement requirements.

Sport, Culture, Heritage, and Tourism (Historic Resources Branch): The branch requires a Heritage Resource Protection Plan to be implemented. The potential for impact to heritage resources is believed to be low based on analysis of current data and evaluated by the type of action proposed.

Teranet Manitoba (Land Titles): A Plan of Subdivision as proposed is required.

Transportation and Infrastructure (Highway Design): The branch does not object to the plan. The branch requires sufficient information to determine if the drainage from the land subject to subdivision and rezoning will adversely affect the provincial highway drainage system. Additionally, Manitoba Transportation and Infrastructure will not approve any direct property access onto PTH 190 and PR 221. Access to all proposed lots shall come off the municipal roads.

Transportation and Infrastructure (Water Management Planning and Standards): The branch has no concerns.

No comments were received from: Agriculture (Land Use and Ecosystem Resilience); CP Rail; Environment and Climate Change (Environmental Compliance and Enforcement); Economic Development, Investment, Trade and Natural Resources (Mining, Oil and Gas); Office of the Fire Commissioner; Winnipeg Airport Authority; Rural Municipality of Rosser; and the Rosser Fire Department.

COMMENTS/RECOMMENDATION:

The policies of the Development Plan seek to protect, enhance and promote land use and development that will contribute to the establishment of a comprehensively planned and functionally integrated inland port.

The land subject to subdivision and rezoning is designated Rail Serviced Industrial. The intent of this designation is to accommodate the development of rail-serviced industrial lands and support the location of heavier land uses. To that end, the CentrePort Canada Rail Park was established. It is a 665-acre industrial development within the Inland Port Special Planning Area. The Rail Park features access to three Class 1 rail carriers, a 24/7 global cargo airport, and an interstate-quality east-west highway, providing increased efficiency for goods moving between rail, truck and air cargo. This is a unique area in Manitoba, as well as in the Inland Port Special Planning Area itself as it is the only area that proposes to service land with rail access.

Because of the Rail Park's rare confluence of features, the Rail Serviced Industrial designation seeks to *preserve and maintain this land for uses that will benefit from direct rail service* (Policy 2.3.2.1). The land's current zone, "I3" Industrial Heavy, supports the types of uses anticipated in the Rail Serviced Industrial designation including Heavy Industry, Container Transload Facility, Intermodal Container Transfer Terminal, and Rail or Truck Terminal.

Rezoning proposed Lot 1 and 3 to the "I2" zone will remove the opportunity for some rail-oriented uses and all heavy industrial uses and allow for some lighter industrial and commercial uses that are not permitted in the "I3" Zone, such as restaurants, offices, and vehicle-oriented retail or service uses. The Development Plan does indicate that *development adjacent to the common-use rail facility should be complementary and capitalize on the close proximity to the facility* (Policy 2.3.2.3). However, it is unclear if the policy is referring to land within the Rail Serviced Industrial area or the land adjacent to the Rail Serviced Industrial area.

This application raises questions of what the appropriate ratio of rail-oriented/heavy uses and supportive commercial uses is within the Rail Park. There are no policies in the Rail Serviced Industrial designation to guide the establishment of accessory or supportive commercial uses. Outside of the Rail Park, "I2" is the predominant zone throughout the developed land in the Inland Port Special Planning Area. This includes land adjacent to the Rail Park, where two subdivision applications propose to create forty-three (43) "I2"-zoned lots collectively on land that is primarily designated Service-Oriented Industrial.

Additionally, Community Planning questions the need for this quantity of land to be rezoned to "I2" when the uses identified in the application do not require this amount. At 8 and 10 acres respectively, proposed Lot 1 and 3 are large. The lot sizes may allow for multiple uses- more than the one or two proposed- to develop on each lot. If this were to occur, it may result in a cluster of lighter uses, such as restaurants and offices, that may be better suited in a commercial node zoned "I1" Industrial Centre Zone. The establishment of a commercial node in the Rail Serviced Industrial designation is not supported by Development Plan policies.

Notwithstanding these concerns a resolution to support approval should be subject to the following requirements and conditions:

REQUIREMENTS:

- A. That the applicant/owner submits the approval fee of **\$300.00** to the office of the Inland Port Special Planning Area. Please submit a cheque or money order made payable to the Minister of Finance.
- B. Teranet Manitoba requires a **Plan of Subdivision**, as proposed, prepared by a Manitoba Land Surveyor. Please submit to this office **one original mylar and one mylar copy**. Teranet Manitoba strongly encourages applicants to seek legal advice to ensure that they satisfy all registration requirements.
- C. Provide this office with a PDF copy of the Plan of Subdivision, showing the total area of each lot and new public roads, calculated by a surveyor in either square feet or square metres. Please note the PDF must contain the Deposit No. and Surveyor's Sworn to Date.

If you have any concerns with this requirement, please contact the District Registrar at The Property Registry.

CONDITIONS:

1. Rezoning of proposed Lot 1 and 3 from "I3" Industrial Heavy Zone to "I2" Industrial General Zone.
2. Submit written confirmation that a Development Agreement has been 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, CN Rail requirements and the application of the Capital Lot Levy By-law. **Contact:** Larry Wandowich, Chief Administrative Officer, Rural Municipality of Rosser- cao@rmofrosser.com.

3. Submit written confirmation from Manitoba Transportation and Infrastructure (Highway Design) that sufficient information has been provided to their regional Technical Services Engineer to allow them to determine if drainage from the site may adversely affect the provincial highways drainage system. If necessary, they may request the submission of a detailed drainage plan prepared by qualified experts. The cost of this study and any revisions to the highway drainage system directly associated with this proposed development will be the responsibility of the developer. **Contact:** Mandip Sainbhi, Technical Services Engineer- 204-871-6154 or Mandip.Sainbhi@gov.mb.ca.
4. Submit written verification that an Easement Agreement has been entered into with Manitoba Hydro/Centra Gas or that an easement is not required. If an easement is required, registration of this agreement will be included as a condition on the final Certificate of Approval. When Manitoba Hydro has granted approval of the required easements, please forward a copy of Hydro's "Release of Condition" letter to this office. **Contact:** Please forward lawyer contact information, subdivision plan, and any inquiries to HCSC@hydro.mb.ca.
5. Submit written confirmation that a right-of-way agreement has been entered into with BellMTS or that an easement is not required. Verification of said agreement must be submitted to this office. If required, registration of this agreement will be included as a condition on the final Certificate of Approval. **Contact:** Cam Dryden, Survey Coordinator- 204-958-1768 or neteng.control@bellmts.ca.
6. Submit a valid *License of Construct Water Control works* as confirmation that requirements from Environment and Climate Change (Drainage and Water Rights Licensing) have been met. Licence applications may be submitted through the online portal. Please go to [Drainage & Water Control | Environment and Climate Change | Province of Manitoba](#) for more information. **Contact:** 1-800-214-6497 or drainage@gov.mb.ca.
7. Submit written confirmation from the City of Winnipeg that the developer has entered into an Agreement to upgrade or modify impacted City of Winnipeg streets or intersections. **Contact:** regionalplanning@winnipeg.ca.
8. Submit written confirmation from the City of Winnipeg that a drainage plan has been provided. **Contact:** regionalplanning@winnipeg.ca.
9. Submit written confirmation from Sport, Culture, Heritage, and Tourism (Historic Resources Branch) that a Heritage Resource Protection Plan has been implemented. **Contact:** Archaeological Assessment Services Unit- 204-945-2118 or hrb.archaeology@gov.mb.ca.
10. Submit written confirmation from Canada Post that the owner/applicant has met their requirements including the provision of suitable locations for Community Mailboxes with concrete pads/sidewalks constructed to their standard. **Contact:** Cathy Aiello-Wilks, Delivery Planning Officer- 204-333-7002 or cathy.aiello-wilks@canadapost.postescanada.ca.

Jessie Russell-Edmonds
Planner

c.: WSP Canada Inc. (Kari Schulz)