



Municipal Relations

Inland Port Special Planning Area
Community and Regional Planning Branch
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www.manitoba.ca

November 15, 2023 – REVISED

**File Nos.: 13-2-172-2023-0001 (Zoning By-law Application BL 1-23)
4172-23-8246 (Subdivision Application)**

INLAND PORT SPECIAL PLANNING AUTHORITY

**RE: Inland Port Special Planning Area
Applications to Rezone and Subdivide
Part W ½ 21-11-2 EPM in
Rural Municipality Of Rosser
Applicant: Kari Schulz (WSP Canada Inc.)
(Owner: SCC Property Ltd.)**

Note: This application was originally received on January 3, 2023. Manitoba Transportation and Infrastructure objected to the proposed accesses onto CentrePort Canada Way. A public hearing was opened and adjourned on March 15, 2023 as the applicant indicated that they intended to provide a revised application. The revised application was received on August 15, 2023 and circulated to government departments and agencies on September 1, 2023.

The intent of this application is to rezone and subdivide an existing ± 184 acre lot on Certificate of Title (CT) 3179027/1. The application proposes to rezone the subject lands from “IPR” Inland Port Rural zone to “I2” Industrial General zone, create 24 industrial lots (23 plus residual) ranging from ± 4.68 acres to ± 9.47 acres and create a public road network (± 11.25 acres).

Two accesses are proposed to the lots from Selkirk Avenue (City of Winnipeg road) to the south, and a future connection to the east is proposed.

The application states that the new lots will accommodate future industrial development within CentrePort Canada. Sustainable development measures will be met by future owners at the stage of issuance of development permits.

The subject property is located in the southernmost part of the inland port and borders the City of Winnipeg (Selkirk Avenue) to the south, CentrePort Canada Way to the northwest and Sturgeon Road to the southwest. A road right-of-way runs over the western side of the property.

The lands proposed for development are surrounded primarily by agricultural lands to the north, east, west and south, with one industrial development located on the northwest side of the subject land, separated by CentrePort Canada Way.

There are no dwellings adjacent to the subject lands. The nearest dwelling is ± 440 metres away. Rail lines owned by CP run near the east and north boundaries of the subject land. Omand’s Creek (Provincial Waterway) runs near the northern boundary of the subject land.

INLAND PORT SPECIAL PLANNING AREA REGULATION 48/2016:

Development Plan:

The primary objective of the development plan is to protect, enhance and promote land use and development that will contribute to the establishment of a comprehensively planned and functionally integrated inland port which is also functionally integrated with Rosser and the City. The plan area is intended to develop as a model area for sustainability and as an area for encouraging sustainable practices in site and building design, and to demonstrate leadership and innovation in energy conservation, ecological protection and sustainable transportation.

LAND USE POLICIES

Service-Oriented Industrial

This designation supports small and medium scale industrial development including warehousing, logistics, manufacturing, truck operations and other similar industries that are consistent with the guiding policies for CentrePort. The lighter industrial uses should be directed adjacent to key transportation routes and intersections. Developments should incorporate inviting sidewalks, sitting areas, multi-use paths, bike lanes and landscaping measures to support pedestrian and commercial activity.

Future development

Light or general industrial, manufacturing, logistics and distribution uses should be directed primarily to this designation. <ul style="list-style-type: none">• Lighter industrial uses should be directed adjacent to key transportation routes and intersections.• More general industrial uses generally directed to the internal areas.• Heavy industrial uses are prohibited from being adjacent to commercial nodes.
Motor vehicle retail and services, such as truck and trailer sales, service and auto body repair, may be permitted in this designation if their operation or site requirements are not compatible with the Commercial Node and Retail Policies (DP sec. 2.1.3.5).
Uses located in the vicinity of a commercial node must be compatible or must incorporate buffers or other mitigated solutions into their site design to reduce their impact on the commercial node.
This designation does not allow uses that generate higher levels of nuisance.
Development adjacent to the common-use rail facility should be complementary and capitalize on the close proximity to the facility.
Developments should incorporate inviting sidewalks, sitting areas, multi-use paths, bike lands and landscaping measures to support pedestrian and commercial activity.

Manufacturing and Logistics

The Manufacturing and Logistics Industrial designation is intended for heavier industrial development that will allow for large parcels that will not be limited by natural features or existing infrastructure, 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. Buildings may be located with a portion of their frontage at or near the sidewalk. Ground activity may range from industrial to manufacturing uses. Ground floor industrial activities, including loading docks and front yards, may shape the streetscape.

Future development

This designation must accommodate uses that generate higher levels of nuisance.
Heavy industrial uses must incorporate buffers and other mitigated measures into their site design when located adjacent to lighter industrial uses, natural waterways, public open spaces or existing residential dwellings.
Development that is not serviced should be directed to the lands along the west or northwest side of the plan area, north of the CPR rail line and adjacent to the Perimeter Highway.
Development adjacent to the common-use rail facility should be complementary and capitalize on the close proximity to the facility.
Buildings may be located with a portion of their frontage at or near the sidewalk. Ground activity may range from industrial to manufacturing uses.
Ground floor industrial activities, including loading docks and front yards, may shape the streetscape.

TRANSPORTATION

General

The design of the transportation network must be sensitive to the design and function of stormwater management facilities. Developers should be responsible for improving the transportation network to meet the needs of development. Individual development projects must accommodate future road connections at strategic locations to provide seamless connections to future development. Where a road stub has been left, new developments must create street connections to the stub.

Connectivity

The internal transportation network should maintain and improve local and regional connectivity, and the design standards should maintain consistency with those in the surrounding municipalities. New roads must connect to existing roadways to maintain internal mobility for short trips and emergency vehicle accessibility and pedestrian safety. Final locations will need to be reviewed by Rosser and the City (where connections to roads within Rosser and the City are proposed or may be impacted), and Manitoba Infrastructure and Transportation, when appropriate.

Roads

Expressway (*CentrePort Canada Way*)

Intersections along CentrePort Canada Way are limited to the current intersection locations plus one additional location between the Summit Road and Sturgeon Road intersections. Private access from the expressway is prohibited. Bike and pedestrian facilities provided along expressways must be physically separated from the vehicle lanes. 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.

Collector (*Sturgeon Road*)

Collector roads should be designed to provide convenient and efficient access for local trips and public transit but also to discourage regional cut-through and shortcuts.

Local Streets (*Proposed internal roads*)

Local streets must be designed to maintain connectivity and access to individual parcels. The local street network should provide multiple route choices and avoid dead-end streets and cul-de-sacs, which may be more difficult to navigate for larger industrial vehicles.

Street Overlay

Active Transportation Corridor

Additional landscaping and buffering requirements to provide separation between active transportation users and vehicular traffic are required.

Industrial Corridor

Industrial streets must be designed with the primary focus of serving industrial traffic.

Active Transportation

Active transportation pathways should and link the natural areas, parks and open space to the existing and future employment areas. The active transportation network should connect to and extend the network established and planned in Rosser and the City. Active transportation must be accommodated at all rail crossings in the plan area, and when an active transportation pathway must cross a rail line it must be accommodated at an existing rail crossing. Active transportation facilities within a road right-of-way of an expressway or arterial road must be provided as a separate transportation facility.

MUNICIPAL SERVICES

New development must be connected to the municipal water and sewer systems as the services are extended to their property. The cost of connecting a development to the municipal water and sewer systems shall be the responsibility of the developer. 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.

Serviced industrial uses should be located contiguously throughout the plan area, except for the common use rail facility. Use of water-saving devices and practices are encouraged in order to conserve water and reduce the volume of wastewater produced.

Major existing natural and constructed land drainage features must be respected. As development occurs, new land drainage facilities must be designed and constructed to restrict the rate of surface water discharge into existing creeks and municipal drains so as not to exceed the allowed amounts. Land drainage facilities must be designed to discourage use by migrating waterfowl.

IMPLEMENTATION

Phasing

The logical and orderly phasing of development will generally follow the extension of municipal services. The first phases of development will be within or immediately adjacent to developed areas or within the rail serviced industrial designation. Serviced development should expand from these areas in a contiguous manner to ensure efficient extension of services.

Zoning By-law:

Existing zoning

The subject property is currently zoned “IPR” Inland Port Rural zone. This zone was established to protect lands for future industrial and commercial uses while allowing lawfully existing uses to continue until such time the lands are required for Inland Port related development.

Proposed zoning

The application proposes to rezone the subject lands from “IPR” Inland Port Rural zone to “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.

Other zoning requirements

Sustainable Development: *Proposed development must achieve at least five points from one or more of the sustainable development measures set out in the zoning by-law. The application states that 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.*

Bulk requirements

If the proposed rezoning is approved, future development would be required to meet the following standards:

CATEGORY			REQUIREMENT	
			Industrial Corridor Overlay	Active Transportation Overlay
Building Heightⁱ			3 stories max	
Building Setbackⁱ	Front		1.5 m (5 ft.) min	
	Side	Abutting I1	N/A	
		Abutting I2	6.1 m (20 ft.) min	

	Abutting I3	9.1 m (29.8 ft.) min	
	Rear	6.1 m (20 ft.) min	
	Proposed building from existing residence	1.5 m (5 ft.) to rear access lane min 61 m (200 ft.) min	
Parkingⁱⁱⁱ	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)	
	Access	9.1 m (30 ft.) from nearest intersection min	18.3 m (60 ft.) min from corner
	Setback	Access must be from a lane where possible. N/A	
Loading	Setback	N/A	6.1 m (20 ft.) front yard min
Encroachments		<p>Yards are maintained open and unobstructed both at ground and above ground level except</p> <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.) ○ 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 <p>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</p>	
Fence Heights		3 m (10 ft.) inclusive of any security wire	
Frontage	Shopfront	50 % min of total building frontage with 60% min clear glass	
	Common Entry	Unlimited % of total building frontage with 30% min clear glass	50% min of total building frontage with 30% min clear glass
Site Coverage		70% max	
Roads	Lot access	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.	
Site Landscaping^{iv}		<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>Trees shall be a minimum of 50 mm caliper for deciduous trees and 1800 mm height for coniferous trees at time of planting.</p> <p>No single species can make up more than 30% of a planting.</p>	
Sustainable Development		Must achieve a minimum of 5 points from the Sustainable Development Measures Checklist .	
Uses and performance standards^{vi}		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.
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. Development must respect waterways and protect and preserve the archaeological and heritage sites located within the inland port.
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.

ⁱ 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.

ⁱⁱ 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.

ⁱⁱⁱ 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.

^{iv} 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.

^v Use of water-saving devices and practices are encouraged in order to conserve water and reduce the volume of wastewater produced.

^{vi} 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.

CIRCULATION COMMENTS:

The application was circulated to agencies and government departments on September 1, 2023. The following provides a summary of requirements and comments received. (A full copy of comments received is attached to this report.)

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 require that the owner/developer comply with the following conditions

- The owner/developer agrees to include on all offers of purchase and sale, a statement which advises the prospective purchaser that mail delivery will be from a designated Community Mailbox.
- The owner/developer will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any home sale.
- The owner/developer will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailbox and to indicate these locations on the appropriate servicing plan.
- Provide an appropriately sized sidewalk section (concrete pad) as per municipal and Canada Post Corporations standards, to place the Community Mailboxes on.
- Provide required curb depressions for wheelchair access according to CPC specs (access slope min 2% and 8%).

City of Winnipeg:

Transportation:

- The City of Winnipeg requires a Transportation Impact Study (TIS) to review the impacts to the nearby City of Winnipeg streets and intersections.
- The Developer shall enter into an Agreement with the City of Winnipeg to upgrade or modify impacted City of Winnipeg streets and intersections at no expense to the City, all to the satisfaction of the City of Winnipeg and to pay all costs of future traffic control signals and other improvements as determined via the Transportation Impact Study or as determined by the City of Winnipeg. The TIS is to be completed prior to the execution of the Agreement for Services.
- The Rural Municipality of Rosser enter into a Maintenance Agreement with the City of Winnipeg'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 predevelopment discharge rate to the satisfaction of the Water and Waste Department.
 - There may be some design conditions/ limitations in place, from the Winnipeg Airport Authority (WAA) to these natural creeks to avoid flooding the airport lands and their infrastructure. These design conditions may apply to the drainage analysis.
 - Due to the aircraft safety, wet ponds may not be allowed within the development. WWD suggests that the proponent discuss with WAA.

Wastewater information for the applicant:

- Based on current information, the applicant is advised that interceptor sewer upgrades within Winnipeg are ultimately required to service the subject lands.
- WWD anticipates that a portion of the subject lands can develop given the City's current wastewater pipe capacity. However, full development may be delayed until adequate wastewater servicing is available.

- The applicant is advised that wastewater capacity at the North End Sewage Treatment Plant is limited. A lack of treatment system capacity may constrain full development of the subject lands until an upgraded treatment system is available.

Wastewater comments 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.
- WWD requests that a Designated Officer of the Rural Municipality of Rosser (RM) 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 Discharger of Wastewater to the RM's wastewater system.

CN Rail: No comments.

Economic Development, Investment and Trade (Mines): No concerns.

Manitoba Environment and Climate (Environmental Compliance and Enforcement): Any proposed commercial or industrial type facility may require the proponent to file a proposal for a license under *The Environment Act*.

Council should be advised that the municipality will be required to prepare engineering data should the proposed subdivision result in alterations to the municipality's public sewerage and/or water system. If the subdivision will result in the construction of a new water or sewer system, regulatory approval may be required.

Manitoba Environment and Climate (Water Stewardship): The Drainage and Water Rights Licensing Branch requires a License to Construct Water Control Works prior to any development taking place.

Manitoba Hydro and Centra Gas: The land owner is required to enter into a Statutory Easement Agreement(s) and a Grant of Right of Use Agreement(s). The registration requirement will need to be included as a condition on the final Certificate of Approval.

Manitoba Transportation and Infrastructure (Highway Design): Based on the revised Subdivision Application Map, MTI has removed their objection. Written confirmation is required that the provincial highway system will not be adversely affected by drainage from this site, and a traffic impact study must be received and approved.

Office of the Fire Commissioner: No concerns related to Manitoba Fire Code.

Shaw Communications: Easements required.

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

Winnipeg Airport Authority (WAA):

- The proposed land development must comply with The Aeronautics Act (R.S., 1985, c. A-2), Winnipeg International Airport Zoning Regulations, SOR/81-708 and TP 1247E Aviation – Land Use in the Vicinity of Aerodromes
- Prior to development, Transport Canada may require an Aeronautical Assessment for Obstacle evaluation, and a land use submission must be approved by Nav Canada.
- A Legal Land Survey for Airport Zoning Regulation Clearance Attestation is recommended. The survey certificate should be provided to Transport Canada and WAA.
- It is recommended that all perspective land purchasers or tenant be informed of Airport noise exposure and regulations protecting zoning for airport development. Additional electronic zoning protections may also apply.
- Cut-off lighting fixtures should be used to ensure there is no upward light projection from future development. On-site standing water or wet ponds should be limited. Restaurant, Office and

Retail uses should be limited and where contemplated consider noise performance/ insulation features in building design.

- The land is at a transition between the Truro Creek and Omands Creek watershed boundaries. WAA requests that no additional flows are to enter the Truro Creek watershed and that the land drainage flow rates from the lands are to remain at predevelopment drainage flow rates.
- See full comments for additional detail.

No comments were received from Manitoba Agriculture and Resource Development; CN Rail; Rural Municipality of Rosser; Rosser Fire Department.

COMMUNITY PLANNING COMMENTS AND RECOMMENDATION:

The objective of policies within the Development Plan is 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 proposed rezoning and subdivision appear to conform to the Development Plan's objective.

The proposed subdivision is in keeping with the policies of the Service-Oriented Industrial and Manufacturing and Logistics designations. Subsequent developers of each proposed lot will be required to meet the Sustainable Development Measures.

If the Board is satisfied that the proposed subdivision is in compliance with the intent of the Development Plan and Zoning By-law policies, the approval should be subject to the following requirements and conditions:

REQUIREMENTS:

- A. That the applicant/owner submits the provincial lot fee of **\$6900.00** (23 new lots x \$300 per new lot) to the office of the Inland Port Special Planning Area. Please submit a cheque or money order made payable to the Minister of Finance.
- A. The Property Registry 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. **Contact:** *District Registrar at The Property Registry*. Applicants can also consult this reference resource: [Microsoft Word - Plan Registration v3 \(mcusercontent.com\)](https://mcusercontent.com).
- B. Provide this office with a tentatively approved **PDF copy** of the Plan of Subdivision showing the **total area of each lot, new roads and any public reserves**, calculated by a surveyor, in either square feet or square metres, tentatively approved by Land Titles. Note that the PDF must contain the Deposit No. and the Surveyor's Sworn to date.

CONDITIONS:

1. Submit written confirmation that a Development Agreement be entered into with the Rural Municipality of Rosser to cover any such matters as deemed necessary by Council. The Development Agreement may include, but not be limited to, extension of water and wastewater services, road upgrades, establishment of proposed landscaping including required street trees related to new road, traffic impact study, drainage study, lot grading, and the application of the Capital Lot Levy By-law. **Contact:** *Larry Wandowich, Chief Administrative Officer, Rural Municipality of Rosser: cao@rmofrosser.com*.
2. Submit written confirmation from Manitoba Transportation and Infrastructure that a Traffic Impact study for this development has been received and approved. The Traffic Impact Study will have to be prepared by a qualified transportation engineer. It will identify the amount and type of traffic that will

be generated by the development and its potential impact on the adjacent road network. The study will identify the type of on-highway improvements that will be required to safely accommodate the traffic generated by this development. The cost of the Traffic Impact Study and any required on-highway improvements would be the responsibility of the developer (the applicant will have to enter into an agreement with the department for the construction of the on-highway improvements).

Contact: Karen Toews, Manager, Roadside Development: 1-204-794-2733 or Karen.Toews@gov.mb.ca.

3. Submit written confirmation from Manitoba Transportation and Infrastructure that sufficient information has been provided to determine if drainage from this site may adversely affect the provincial highway drainage system. A detailed drainage plan prepared by qualified experts may be required. Please note that 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: Rob Crang, Technical Services Engineer: 1-204-945-8955 or Robert.Crang@gov.mb.ca.
4. Submit a valid *Licence to Construct Water Control Works* as confirmation that requirements from Environment and Climate (Drainage and Water Rights Licensing Branch) have been met. Licence applications may be submitted through the online portal. Please go to [Environment and Climate | Province of Manitoba \(gov.mb.ca\)](http://EnvironmentandClimateProvinceofManitoba.gov.mb.ca) for more information. **Contact:** Refer to the attachments sent with the report to Council for instructions to complete this requirement, or contact the Drainage and Water Rights Licensing Branch: drainage@gov.mb.ca or 1-800-214-6497.
5. Submit written confirmation that the owner meets Canada Post's requirements including suitable locations for Community Mailboxes and concrete pad/sidewalk standards. **Contact:** Cathy Aiello-Wilks at 1-204-333-7702 or by email at Cathy.Aiello-Wilks@canadapost.postescanada.ca.
6. Submit written confirmation from the City of Winnipeg that a copy of the traffic study has been provided to them. **Contact:** regionalplanning@winnipeg.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 and intersections.
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 the Winnipeg Airports Authority that an approach survey has been completed and a survey certificate has been submitted or is not required. **Contact:** Andrew Curwain at acurwain@waa.ca.
10. Submit written verification that a Statutory Easement Agreement(s) and a Grant of Right of Use Agreement(s) has been entered into with Manitoba Hydro/Centra Gas or that they are 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 and any inquiries to HCSC@hydro.mb.ca.
11. Submit written confirmation that an Easement Agreement(s) and a Right-of-Way Agreement(s) has been entered into with BellMTS or are not required. If required, registration of this agreement will be included as a condition on the final Certificate of Approval. **Contact:** neteng.control@bellmts.ca.
12. Submit written confirmation that an Easement Agreement(s) has been entered into with Shaw Communications or that an easement is not required. If required, registration of this agreement will be included as a condition on the final Certificate of Approval. **Contact:** Rod Caners at projectmanagermanitoba@sjrb.ca.

**Holly Ervick-Knote
Planner**

c.: Kari Schulz (WSP Canada Inc.)

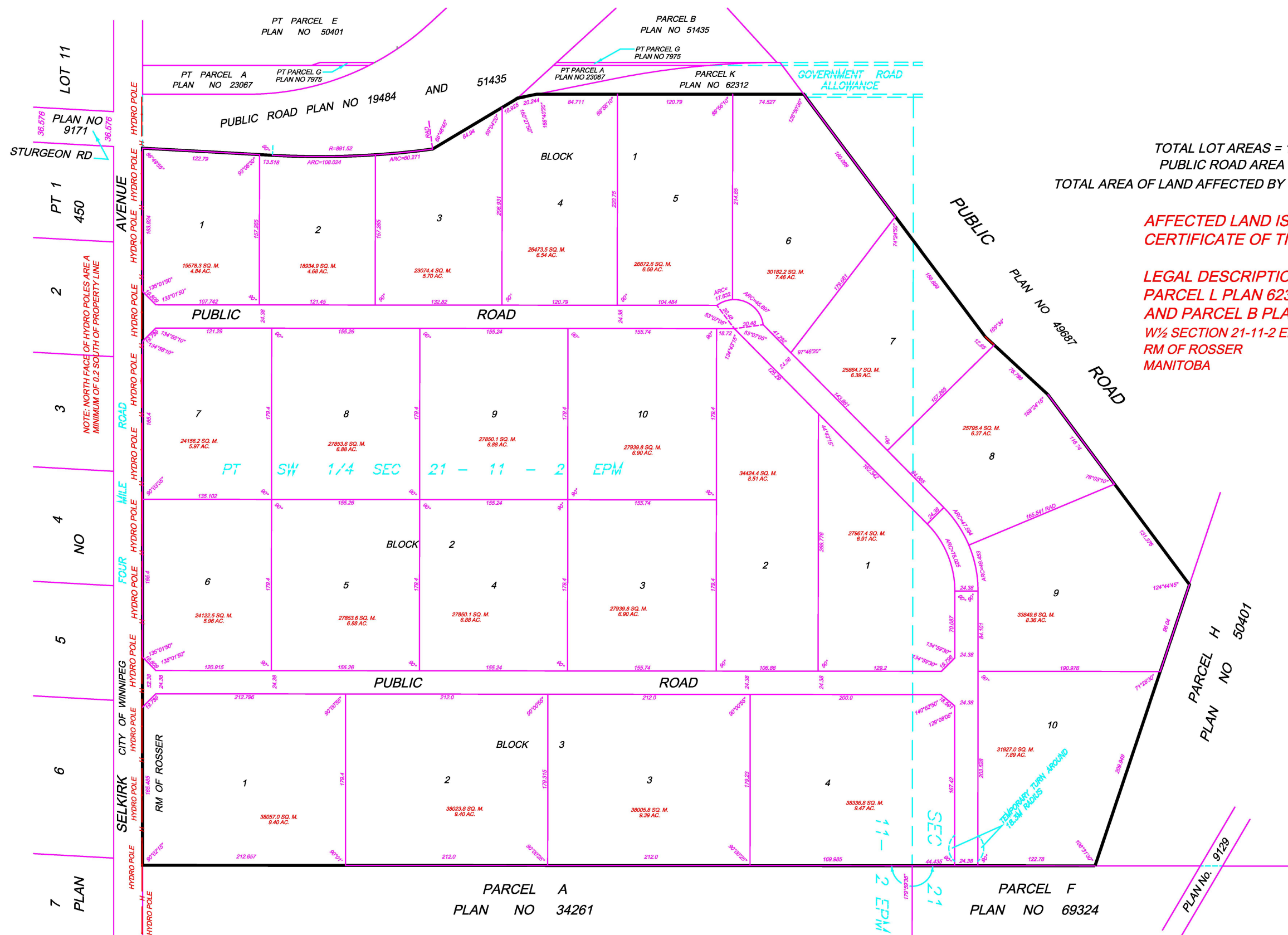


Scale: As Shown



SCC Property Ltd.
Proposed Re-Zoning Plan (184 Acres)
Part NW¹/₄ 21-11-2E and part SW ¹/₄ 21-11-2E

METRIC



TOTAL LOT AREAS = 173.03 AC.
 PUBLIC ROAD AREA = 11.27 AC.
 TOTAL AREA OF LAND AFFECTED BY THIS PROPOSAL: 184.30 AC.

AFFECTED LAND IS UNDER
 CERTIFICATE OF TITLE No. 3179027/1

LEGAL DESCRIPTION:
 PARCEL L PLAN 62312 WLTO
 AND PARCEL B PLAN 67652 WLTO
 W½ SECTION 21-11-2 EPM
 RM OF ROSSER
 MANITOBA

Albert G. Degner
 M.L.S., C.L.S.
Jim G. Watling
 P.Eng., BSc., S.E., M.L.S., C.L.S.
Daniel G. Degner
 M.L.S.
Kerry R. Holberg
 M.L.S.

ASSOCIATION OF MANITOBA LAND SURVEYORS
 PERMIT
POLLOCK & WRIGHT
 MANITOBA LAND SURVEYORS LTD.
 No. 2016-4

OUR FILE No.: 2211040
 DATE: JANUARY 25TH 2023
 PREPARED FOR:
 SCC PROPERTY LTD
 F.B. 2710 pg. 40-43
 DATE OF SURVEY: NOV. 29, 2022
 SCALE: Not to Scale

NOTES:
 DIMENSIONS ARE SHOWN IN METRES AND DECIMALS THEREOF.
 LAND AFFECTED BY THIS PROPOSAL IS SHOWN SHADED HEREON.
 THIS PLAN IS BASED ON PLANS ON RECORD IN THE WINNIPEG LAND TITLES OFFICE AND HAS NOT BEEN VERIFIED BY SURVEYS ON THE GROUND.

DRAWING NAME: PL51435.DWG

SUBDIVISION APPLICATION MAP
 OF PART OF
 W½ SECTION 21-11-2 EPM
 BEING PARCEL L PLAN NO 62312
 AND PARCEL B PLAN NO 67652
 RM OF ROSSER, MANITOBA

Daniel Gerhard Degner, M.L.S.



LAND SURVEYING - GEOMATICS
 2070 Notre Dame Avenue
 Winnipeg, MB R3H 0J8
 T: (204) 947-1557 F: (204) 943-8024
 Toll Free: 1-800-563-8656

Wednesday: 9 am - 5 pm
 1 - 880J 15th Street, Winkler, MB R6W 4A4
 T: (204) 325-4615



Transportation and Infrastructure

Technical Services and Operations Division
Highway Design Branch – Roadside Development Section
1420-215 Garry Street, Winnipeg, Manitoba, Canada R3C 3P3
T 204-794-2733 F 204-945-0593
e-mail: Karen.Toews@gov.mb.ca

September 21, 2023

PD 190.10Ex
PD 40.10 Ex

Holly Ervick-Knote, Planner
Inland Port Special Planning Authority
Department of Municipal Relations
604 – 800 Portage Avenue
Winnipeg, MB R3G 0N4
Phone: 204-945-2146
E-mail: inlandportspa@gov.mb.ca

Dear Holly:

**Inland Port Special Planning Area Subdivision - REVISED
Subdivision File 4172-23-8246
RM of Rosser ZBL Amendment 1-23
SW 28-11-2E
Owner: SCC Property Ltd
Re-Zoning from Inland Port Rural Zone to “I2” Industrial General Zone**

In response to your e-mail dated September 1, 2023 we have reviewed the revision to the above noted subdivision. The proposed subdivision has been re-drawn so the internal public roads now connects onto Selkirk Ave and conforms to our recommendation in our previous comments.

Based on the revised SAM, we remove our objection. Manitoba Transportation and Infrastructure recommends that the existing accesses onto Sturgeon Ave be removed.

Please include the following as conditions of approval (please note that the required traffic impact study can be done in conjunction with subdivision file 23-8247):

- The developer provides written confirmation that sufficient information has been provided to our regional Technical Services Engineer (Rob Crang at 1-204-945-8955 or Rob.Crang@gov.mb.ca) to allow him to determine if drainage from this site may adversely affect the provincial highway drainage system. If necessary, our regional office may request the applicant to submit a detailed drainage plan prepared by qualified experts. Please note that 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;
- The developer provides written confirmation from our department that we have received and approved a Traffic Impact study for this development. The Traffic

Impact Study will have to be prepared by a qualified transportation engineer. It will identify the amount and type of traffic that will be generated by the development and its potential impact on the adjacent road network. The study will identify the type of on-highway improvements that will be required to safely accommodate the traffic generated by this development. The cost of the Traffic Impact Study and any required on-highway improvements would be the responsibility of the developer (the applicant will have to enter into an agreement with the department for the construction of the on-highway improvements). The contact person with MTI concerning the Traffic Impact Study is Karen Toews at 204-794-2733 or Karen.Toews@gov.mb.ca;

Please note the following statutory requirements affecting PTH 190.

Statutory Requirements:

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 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

Please contact us if you have any questions or concerns regarding our comments.

Yours truly,

Original signed and e-mailed September 21, 2023

Karen Toews
Manager, Roadside Development

Copy: Capital Region
R. Coleman

JD/kt

Ervick-Knote, Holly

From: Lennon, Mike <mlennon@winnipeg.ca>
Sent: September 26, 2023 1:39 PM
To: +WPG139 - Inland Port Special Planning Authority
Subject: RE: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package

Hi Holly,

The City of Winnipeg has the following comments related to the development application – Rezoning No. (13-2-172-2023-0194) & Subdivision File No. 4172-23-8246:

Transportation

- The City of Winnipeg requires a Transportation Impact Study (TIS) to review the impacts to the nearby City of Winnipeg streets and intersections.
- The Developer shall enter into an Agreement with the City of Winnipeg to upgrade or modify impacted City of Winnipeg streets and intersections at no expense to the City, all to the satisfaction of the City of Winnipeg and to pay all costs of future traffic control signals and other improvements as determined via the Transportation Impact Study or as determined by the City of Winnipeg. The TIS is to be completed prior to the execution of the Agreement for Services.
- The Rural Municipality of Rosser enter into a Maintenance Agreement with the City of Winnipeg's Streets Maintenance Division to maintain sections of Selkirk Avenue.

Land drainage condition:

- 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.
 - This area appears to be drained to the Truro Creek or the Omand's Creek.
 - To determine a reasonable pre-development flow from the area, use the equation $Q = 35 A^{0.678}$ (where Q – Peak flow – cfs / A – Area – Sq. miles), which is based on the study of "Small Rural Watersheds" done by N.J. Harden in May 1983, or equivalent method.
 - Reasonable land use parameters should be used in the drainage analysis to account future (staged) developments. Insufficient storage would add more flow into the creeks and impact the properties and the infrastructure at the downstream.
 - High levels in the creeks may affect the active storage of the future ponds and the conveyance of the drainage system as well. A reasonable tailwater condition should be applied into the analysis.
 - There may be some design conditions/ limitations in place, from the Winnipeg Airport Authority (WAA) to these natural creeks to avoid flooding the airport lands and their infrastructure. These design conditions may apply to the drainage analysis.
 - Due to the aircraft safety, wet ponds may not be allowed within the development. WWD suggests that the proponent discuss with WAA.

Wastewater information for the applicant:

- Based on current information, the applicant is advised that interceptor sewer upgrades within Winnipeg are ultimately required to service the subject lands.
- WWD anticipates that a portion of the subject lands can develop given the City's current wastewater pipe capacity. However, full development may be delayed until adequate wastewater servicing is available.
- The applicant is advised that wastewater capacity at the North End Sewage Treatment Plant is limited. A lack of treatment system capacity may constrain full development of the subject lands until an upgraded treatment system is available.
- WWD further advises that:

- the response to this proposal is based on a review of capacity and servicing considerations as of the date of the review. For a project that proceeds over an extended period, when the project progresses to further stages, it may experience a lack of servicing from existing City of Winnipeg infrastructure as others may use remaining capacity in the intervening time.
- Capacity in the wastewater system is not reserved for the current proposal.
- Once capacity of the wastewater system is reached, proposals to discharge additional wastewater flow into the City's wastewater system will be rejected.

Wastewater comments 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.
- WWD requests that a Designated Officer of the Rural Municipality of Rosser (RM) 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 Discharger of Wastewater to the RM's wastewater system.
 - A "High Strength Discharger of Wastewater" means an owner which produces, or is expected to produce, wastewater that exceeds limits set out in Schedule B of the RM's sewer by-law.
- Further to the interceptor sewer upgrades referenced above, cost sharing discussions are planned as wastewater analysis and/or design proceed.

Regards,
Mike



Regional Planning
Planning, Property and Development
City of Winnipeg

Phone: 204-986-2636

Email: RegionalPlanning@winnipeg.ca

Website: winnipeg.ca

Address: 15-30 Fort Street, Winnipeg, MB R3C 4X5

Connect with us:



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Subject: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0001) and Subdivision File No. (4172-23-8246) - Circulation Package
Attachments: 4172-23-8246 Shaw Requirements.pdf

From: Winnipeg Planning Department <WinnipegPlanning@sjrb.ca>
Sent: January 27, 2023 11:29 AM
To: +WPG139 - Inland Port Special Planning Authority <inlandportspa@gov.mb.ca>
Cc: Winnipeg Planning Department <WinnipegPlanning@sjrb.ca>; SubdivisionCirculars@hydro.mb.ca
Subject: RE: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0001) and Subdivision File No. (4172-23-8246) - Circulation Package

Hello,

Shaw will require easement on this file.
Easement requirements are attached.

Kind regards,

Lynn Clarke (Ruttan) Project Coordinator, Planning MB
Shaw Communications Inc.
T: 250-824-1774

Proposed Subdivision (Photo Map 2)

RM of Rosser in Part NW 1/4 21-11-2E and part SW 1/4 21-11-2E



3.5m easement for Shaw

Legend

- Proposed Subdivision
- Inland Port Special Planning Area
- Assessment Parcels

File Number:

Date: January 20, 2023

4172-23-8246

Applicant:

Kari Schulz (WSP Canada Inc.)

Notes:

CT: 3179027/1
Roll No: 82300

Original Lot: ± 184 acres

Proposed Lots (1-18): ± 5.07 to 13.49 acres

Proposed Residual: ± 16.25 acres

X

Approving Authority

Date



Thank you for the opportunity to comment on noted project SUBDIVISION File No. **13-2-172-2023-0001 (Rezoning BL 1-23) File No.: 4172-23-8246 (Subdivision)** (ROSSER MB). Canada Post require that the owner/developer comply with the following conditions for the related file:

- The owner/developer agrees to include on all offers of purchase and sale, a statement which advises the prospective purchaser that mail delivery will be from a designated Community Mailbox.
- The owner/developer will be responsible for notifying the purchaser of the exact Community Mailbox locations prior to the closing of any home sale.
- The owner/developer will consult with Canada Post Corporation to determine suitable locations for the placement of Community Mailbox and to indicate these locations on the appropriate servicing plan.

The owner/developer will provide the following for each Community Mailbox site and include these requirements on the appropriate servicing plans:

- An appropriately sized sidewalk section (concrete pad) as per municipal and Canada Post Corporations standards, to place the Community Mailboxes on.
- Any required curb depressions for wheelchair access according to CPC specs (access slope min 2% and 8%).
- All curb depression must have a full 2.9 meter wide opening based on a single site (3 MODULES). Please contact CPC to discuss required info for clarification.

The owner/developer further agrees to determine and provide a suitable temporary Community Mailbox location(s), which may be utilized by Canada Post until the curbs, sidewalks and final grading have been completed at the permanent Community Mailbox locations. This will enable Canada Post to provide mail delivery to new residence as soon as the homes are occupied.

I trust that this information is sufficient, however should you require further information, please do not hesitate to contact me at the below telephone number.

Cathy Aiello-Wilks
Delivery Planning Officer
Canada Post Corporation
1870 Wellington Ave
Winnipeg MB R3H 3H3
1-204-333-7702

Subject: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package
Attachments: BL 23-01 and 4172-23-8246 Circulation Package.pdf

From: Proximity <proximity@cn.ca>
Sent: September 6, 2023 10:53 AM
To: +WPG139 - Inland Port Special Planning Authority <inlandportspa@gov.mb.ca>
Subject: FW: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package

Hello Holly,

Thank you for circulating CN the proposed project mentioned in subject. CN Rail does not have any comments concerning this application.

Best regards

Ashkan Matlabi, Urb. OUQ. MBA
Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain



E : proximity@cn.ca
T : 1-438-459-9190
1600, René-Lévesque Ouest, 11e étage
Montréal (Québec)
H3H 1P9 CANADA
wsp.com

Subject: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package
Attachments: Subdivision Development Proposals Guide.pdf

From: Roberts, Dan <Dan.Roberts@gov.mb.ca>
Sent: September 5, 2023 7:52 AM
To: +WPG139 - Inland Port Special Planning Authority <inlandportspa@gov.mb.ca>
Subject: RE: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package

The Drainage and Water Rights Licensing Branch requires a License to Construct Water Control Works for this subdivision development proposal, prior to any development taking place. *Please refer to Section 4: Engineered Drainage Plans, in the attached guide for more information.*

Any inquiries regarding these requirements may be made via email at: drainage@gov.mb.ca, or by telephone: 1-800-214-6497.

Sincerely,

Dan Roberts
Water Resource Officer

Environment and Climate
Water Stewardship Division
Drainage and Water Rights Licensing Branch
Drainage Section
Cell: (431) 336-1301

Subject: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package

From: Roberts, Dan <Dan.Roberts@gov.mb.ca>

Sent: September 5, 2023 7:51 AM

To: +WPG139 - Inland Port Special Planning Authority <inlandportspa@gov.mb.ca>

Subject: RE: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package

The responsibility lies with the local government or planning district to ensure that all bylaws, zoning bylaws, development plans, and amendments thereof are in compliance with the Water Rights Act, the Water Rights Regulation, and the policies, procedures and requirements of the Drainage and Water Rights Licensing Branch. For more information, please follow the links below:

The Water Rights Act
[C.C.S.M. c. W80 \(gov.mb.ca\)](#)

The Water Rights Regulation
[Water Rights Regulation, M.R. 126/87 \(gov.mb.ca\)](#)

The Drainage and Water Rights Licensing Branch
[Environment, Climate and Parks | Province of Manitoba \(gov.mb.ca\)](#)

Sincerely,

Dan Roberts
Water Resource Officer

Environment and Climate
Water Stewardship Division
Drainage and Water Rights Licensing Branch
Drainage Section
Cell: (431) 336-1301

Subject: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package
Attachments: BL 23-01 and 4172-23-8246 Circulation Package.pdf

From: Bridges, Sonja <Sonja.Bridges@gov.mb.ca>
Sent: September 14, 2023 1:53 PM
To: +WPG139 - Inland Port Special Planning Authority <inlandportspa@gov.mb.ca>
Subject: FW: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package

The Environmental Compliance and Enforcement Branch of Environment and Climate has reviewed subdivision application 4172-23-8246 and would like to provide the following comments:

- Council should be advised that should the proposed subdivision result in alterations to the municipality's public sewerage and/or water system, the municipality will be required as per Sections 6 and 7 of Manitoba Regulation *P210-331/88R --Water Works, Sewerage and Sewage Disposal Regulation*, to prepare engineering data supporting the proposed sewer or water extension to obtain a public health certificate for the alteration. If the subdivision will result in the construction of a new water or sewer system, regulatory approval may be required. Additional information is available online at the following link:
https://www.gov.mb.ca/sd/waste_management/wastewater/wastewater_collection/index.html
- Any proposed Commercial or Industrial type facility(s) may be subject to Manitoba Regulation 164/88 - *Classes of Development Regulation*, and where applicable, will require the proponent to file (in writing) a proposal for a license under the *Environment Act*. Additional information is available online at the following link:
https://www.gov.mb.ca/sd/permits_licenses_approvals/eal/licence/index.html

If there are any questions or comments related to the above, please contact the department at EnvCEWinnipeg@gov.mb.ca.

Regards,

Sonja Bridges,
Acting Regional Supervisor
Environment and Climate
Box 36, 14 Fultz Blvd
Winnipeg, MB R3Y 0L6
Phone: 204-918-4271
Fax: 204-948-2338
sonja.bridges@gov.mb.ca
Emergency Response Line: 204-944-4888 or toll free 1-855-944-4888 (Manitoba only)

Move notice: Our office has moved to a new location at Box 36, 14 Fultz Blvd, Winnipeg MB R3Y 0L6. Please update your address book. Our new office location will be open to public on March 20, 2023.

Bell MTS, a division of Bell
Canada
PO Box 6666
3-191 Pioneer Avenue



Date: 14 September 2023

Inland Port Special Planning Area
604 – 800 Portage Avenue
Winnipeg MB R3J 0N4
inlandportspa@gov.mb.ca

File No.: 4172-23-8246 (Revised)

Attention: **Holly Ervick-Knote**

RE: Rezoning and Subdivision Application for Part NW¹/₄ 21-11-2E and part SW ¹/₄ 21-11-2E, Rural Municipality of Rosser (RM of Rosser)
WSP ref.: 221-02813-00

BellMTS will require easements and requests that as a condition of approval for this subdivision proposal, the landowner is required to enter into a Right-of-Way Agreement (“Agreement”) with BellMTS (“MTS”) for existing and/or future telecommunications facilities in connection with the subdivision for the **3.1M easement as shown below.** As a result of changes to The Real Property Act (Manitoba), BellMTS must ensure that its easement rights are registered against all relevant titles before further transfers of land take place; therefore, BellMTS requests that as a further condition of approval, the developer is required to register a statutory easement along with the Easement Plan, if required, in series immediately following the proposed subdivision plan, at the appropriate Land Titles Office.

If the subdivision is by legal description, in order to prepare the Agreement, BellMTS requires a copy of the legal description of the proposed lots/parcels to be conveyed, prepared by a lawyer or surveyor and approved by the Land Titles Office (as stated in the Letter of Conditional Approval).

If a Plan of Subdivision is required, the Manitoba Land Surveyor who is preparing the subdivision plan must forward a copy of the plan (pdf or hardcopy) to the attention of Garry Dyck (Garry.Dyck@bellmts.ca).

BellMTS will then review the print and reply to the surveyor with the BellMTS easement requirements. The surveyor can then prepare the Plan of Easement in accordance with The Real Property Act (Manitoba) and the Land Titles Office regulations. The Plan of Easement, if required, is prepared at the developer’s expense.

Any existing BellMTS services, easement agreements and/or caveats affecting the lands to be subdivided will be brought forward on the titles generated by the new plan of subdivision unless otherwise specified. If there are any existing facilities which require removal or relocation as a result of the subdivision, the costs will be at the expense of the developer.

The contact for proceeding with the Right-of-Way Agreement is

BellMTS
Property Acquisition Department
Attention: Mr. Cam Dryden, Survey Coordinator
P.O. Box 6666, BW100P
Winnipeg, MB R3C 3V6
Phone: 204-958-1768

Developer responsibilities (BellMTS Pre-Service Charges, BellMTS Buried Crossings, etc.) can be made available by calling the BellMTS Network Engineering Control Centre at 204-941-4369 or 1-866-756-7642.

Should you require further information, please contact BellMTS Access Engineering at the numbers below.

Regards,

Grace Bushi

BellMTS Access Provisioning
Tel: 204-958-1959
Email: Grace.Bushi@bellmts.ca

cc. Manitoba Hydro
cc. BellMTS

Proposed Subdivision (Photo Map 2)

RM of Rosser in Parcel "B" Plan 67652 WLTO
in W 1/2 of 21-11-2 EPM



Legend

- Proposed Subdivision
- Provincial Trunk Highway
- Provincial Road
- Inland Port Special Planning
- Assessment Parcels
- Rail Line
- Omand's Creek
- 3.1M Easement

File Number:
4172-23-8246

Applicant:
WSP Canada Inc.

Notes:
CT: 3179027
Roll No: 82300
Original Lot: ±184 acres
Proposed Lots (1-23): ± 4.68 ± to ± 9.40 acres
Residual: ± 9.47 acres
Proposed Road: ± 13.5 acres

X _____ Date _____
Approving Authority

Map Not to Scale

For Discussion Purposes Only



Proposed Subdivision (Photo Map 2)

RM of Rosser in Part NW 1/4 21-11-2E and part SW 1/4 21-11-2E



Legend

- Proposed Subdivision
- Inland Port Special Planning Area
- Assessment Parcels
- 3.1M EASEMENT

File Number: 4172-23-8246
Date: January 20, 2023

Applicant:
Kari Schulz (WSP Canada Inc.)

Notes:
CT: 3179027/1
Roll No: 82300
Original Lot: ± 184 acres
Proposed Lots (1-18): ± 5.07 to 13.49 acres
Proposed Residual: ± 16.25 acres

X _____ Date _____
Approving Authority

Map Not to Scale

For Discussion Purposes Only





WINNIPEG
AIRPORTS AUTHORITY

February 8, 2023

Inland Port Special Planning Authority
604-800 Portage Avenue,
Winnipeg, Manitoba R3G 0N4

Attn: Holly Ervick-Knote, MCP Planner
Manitoba Municipal Relations

Re: INLAND PORT SPECIAL PLANNING AREA
File No.: 13-2-172-2023-0001 (Rezoning BL 1-23)
File No.: 4172-23-8246 (Subdivision)

Winnipeg Airports Authority (WAA) has reviewed the circulation package, received January 23, 2023, to consider the proposed re-zoning and subdivision of land in the Inland Port Rural Zone to "I2" Industrial General Zone within the CentrePort area of the RM of Rosser. The land is at present undeveloped agricultural lands, located adjacent to Winnipeg Richardson International Airport to the East and Omands creek on the North.

The proposed re-zoning to "*I2*" *Industrial General Zone* appears consistent with the CentrePort Area zoning intent and therefore WAA agrees with the proposal in principle. Proposed subdivision for industrial developed is in the immediate vicinity of Winnipeg Richardson International Airport, the existing agricultural or proposed Industrial land uses may be compatible with airport operations and development.

Our comments and concerns focus on the proposed subdivision for Industrial use with consideration of the existing Airport zoning and operation provisions. Our comments are categorized with consideration of regulatory items and requested clarifications.

1. Regulatory Requirements;

We want to make sure the applicant is aware of existing federal rules and regulations relating to the airport that may limit proposed development on the land. The future land development must comply with:

- a. The Aeronautics Act (R.S., 1985, c. A-2).
- b. Winnipeg International Airport Zoning Regulations, SOR/81-708.
- c. TP 1247E Aviation - Land Use in the Vicinity of Aerodromes.

Prior to development within the subject lands, Transport Canada may require an Aeronautical Assessment for Obstacle evaluation to ensure compliance with the Winnipeg International Airport Zoning Regulations, SOR/81-708. As well a land use submission must be approved by Nav Canada. The Nav Canada Land Use application shall assess proposed land use near airport and air navigation infrastructure to ensure the air navigation system safety and efficiency are not compromised by the proposed developments.



For information about Aeronautical Assessment forms for obstacle assessment and specific federal zoning please contact the local Transport Canada Civil Aviation office at:

Transport Canada
Prairie and Northern Region
344 Edmonton Street
Winnipeg, MB R3C 0P6
Telephone: 1-800-305-2059
Fax: 1-800-824-4442
E-mail: CASPNR-SACRPN@tc.gc.ca

For information on Nav Canada land use applications, contact Nav Canada directly at:

Nav Canada, Land Use Office
1601 Tom Roberts Road
P.O. Box 9824, Station T
Ottawa, ON K1G 6R2
Tel: 1-866-577-0247
E-mail: landuse@navcanada.ca

2. Land Use Compatibility

In addition to the above noted compliance with Federal requirements, WAA has the following recommendations to help mitigate risks to airport operations, and promote compliance with the regulations listed in prior section:

- a. Compliance with the Winnipeg International Airport Zoning Regulations (SOR/81-708). can be verified by conducting an aeronautical assessment with Legal Land Survey for Airport Zoning Regulation Clearance Attestation. The survey certificate should be provided to Transport Canada and WAA. The survey would be useful in identifying the specific height constraints on lands to be considered in planning development potential for land use in vicinity of the airport. This includes, but not limited, to consideration of regulated height restrictions for structures including buildings, structures, lot/street lighting poles, signage, and cranes or lifts. The land is situated within the registered zoning protection for the airport outer surface and the extended centerline of future runway 13L-31R at Winnipeg Richardson international Airport (YWG). The location is in an area that may experience regular overflights for aircraft on approaches, departures and local circuits at YWG. For activity on lands and in construction, best practices for obstacle management should be followed.
- b. The lands will be subject to noise exposure from existing airport operations and more significant noise exposures projected when planned future runway developed occurs, it is recommended that all perspective land purchasers or tenants be informed of Airport noise exposure and regulations protecting zoning for airport development.
- c. Additional electronic zoning protections may also apply and need assessment directly with Nav Canada for potential limitation on development potential, this includes existing protections of active Nav Canada antennas, Radar and other nav aids on airport.
- d. Cut-off exterior lighting fixtures should be used to ensure there is no upward light projection from future development, or during extraction operations.



- e. On-site standing water or wet ponds should be limited during construction and as planned features within lands since they may attract wildlife that create a hazard to aircraft operations.
- f. In considering the acceptable Industrial “I2” classification uses within Inland Port Special Planning Area Regulation 48/2016 and compatibility with *TP1247 Aviation Land Use in The Vicinity of Aerodromes*; request consideration for the land uses *Restaurant, Office and Retail* be limited and where contemplated consider noise performance/insulation features in the building design requirements to mitigate possible noise exposures.

APPENDIX 2 - TABLES

LAND USE	Industrial Centre I1		Industrial General I2		Industrial Heavy I3		Open Space OS		
	P/X	Parking	P/X	Parking	P/X	Parking	P/X	Parking	
Accessory Buildings, Structures and Uses	P	0	P	0	P	0	P	0	
Accommodations	P	1/room	X	n/a	X	n/a	X	n/a	
Agricultural Activities	P	0	P	0	P	0	X	0	
Billboard	X	n/a	P*	n/a	P*	n/a	X	n/a	
Emergency and Protection Services	P	1/3 emp	P	1/3 emp	P	n/a	X	n/a	
Industry	Aggregate Extraction	X	n/a	X	n/a	P*	1/3 emp	X	n/a
	Anhydrous Ammonia	X	n/a	X	n/a	P*	1/3 emp	X	n/a
	Animal Processing	X	n/a	X	n/a	P*	1/3 emp	X	n/a
	Light	P*	1/3 emp	P*	1/3 emp	P*	n/a	X	n/a
	General	X	n/a	P*	1/3 emp	P*	1/3 emp	X	n/a
Heavy	X	n/a	X	n/a	P*	1/3 emp	X	n/a	
Office	P	2/93 m ²	X	3/93 m ²	X	n/a	X	n/a	
Open Space	X	0	P	0	X	0	P	0	
Parking	P	n/a	P	n/a	P	n/a	X	n/a	
Residential	X	n/a	X	n/a	X	n/a	X	n/a	
Restaurant	Full-service	P	3/93 m ²	X	n/a	X	n/a	X	n/a
	Fast-food	P	3/93 m ²	P	5/93 m ²	X	n/a	X	n/a
	Take-out	P	3/93 m ²	P	5/93 m ²	X	n/a	X	n/a
Retail	Agriculture Related	P	4/93 m ²	P	4/93 m ²	X	4/93 m ²	X	n/a
	General	P	3/93 m ²	X	n/a	X	n/a	X	n/a
	Vehicle-Oriented	P	4/93 m ²	P	5/93 m ²	X	n/a	X	n/a

3. Site Services - Drainage:

The land at present is undeveloped agricultural lands with location adjacent to Omands Creek to North and to Winnipeg Richardson International Airport to East. The land is at a transition between the Truro Creek and Omands Creek watershed boundaries. In statement on proposed municipal services, the applicant identifies provisions for future wastewater sewer and watermain connections to lands in application, no apparent provision for additional land drainage or land drainage sewers are considered. The application includes very limited consideration overall on the provision of land drainage facilities within lands or protection of watershed boundaries.

Comments on land use and drainage considerations;

- a. The application form does not identify the land is near a waterbody - Omands Creek. The lands are majority located within the upstream agricultural catchment area of Omands Creek which flows through the Airport lands.



6 Proposed Land Use

a. Is this a multi-phase development? yes no
If yes, how many phases? _____

Is this a multi-lot development? yes no
If yes, how many lots? 18

b. What is the intended use of the proposed lot(s)? (Check all that apply)

- agriculture
- commercial
- industrial
- other _____
- residential
 - single family
 - multiple family

c. Are there existing buildings on the proposed lot(s)? yes no

d. Describe the proposed lot(s). (Check all that apply)

- wooded/treed
- low/swampy
- cultivated
- pasture
- hilly
- level/flat
- near a waterbody (ex: lake, river, creek) Omands Creek
- other _____

e. Within 1.6 kilometres (1 mile) of the proposed lot(s) is there any of the following?
(Check all that apply)

- livestock operations
If nearby, what is the type, approximate size and distance? _____
- gravel pit or quarry
- pipeline
- sewage lagoon
- historic site or structure
- airport
- waste disposal ground (active or inactive)

- b. Request clarification in planning for drainage from the lands that no additional flows are to enter the Truro Creek watershed and the land drainage flow rates from the lands are to remain at predevelopment drainage flow rates of the existing agricultural lands.
- c. Application identifies ditches are to be used with no description given on if existing drainage ditches or Creek are adequate to support any future development without need for additional capacity measures or restrictions on rate of surface water discharge into existing Creeks to predevelopment levels. In addition, there would need to be consideration with any new ditches to maintain separation between the existing watershed boundaries within the proposed subdivided lands.
- d. No proposed drainage, ditching or lot grading plans identified to show management of site or drainage to prevent disturbance of adjacent airport lands. Clarify if any drainage impact will be observed on adjacent agricultural lands of the Airport, including if changes to overland flow patterns.
- e. While both Truro and Omands Creek are prone to periodic overland flooding events no report, drainage model or flooding report is provided. Has applicant or Inland Port Special Planning Authority identified high water levels and design storm flows for



Omands Creek in this area and will there be any change to support future development within this land. The downstream lands of Airport have experienced periodic downstream flooding events of Omands Creek which may be impacted by development and the infill of agricultural lands in RM of Rosser we would like to see the capacity limitations for creek flows and structures have been considered for subdivision lot drainage capacity.

7 Flooding and Drainage

a. Has any part of this land been flooded? yes no don't know
 If yes, describe in more detail. _____

b. How will the proposed lot(s) be drained?
 natural storm sewer
 ditches curb and gutter

c. Is a new private drainage works proposed? yes no

d. Do you have a water rights licence? yes no
 If yes, date issued: _____

The Water Rights Act requires a person to obtain a valid licence to control water or construct, establish, or maintain any water control works. Water control works are defined as any dike, dam, drain, drainage, culvert, etc. that temporarily or permanently alters or may alter the flow or level of water.

- f. Can clarification be provided on if any measures are planned to include or require installation of appropriately sized oil-grit separators for industrial lots to manage risk of land drainage contamination from industrial land uses in proximity to Omands Creek.

Please contact the specific agencies referenced with any questions, concerns or comments regarding the Federal regulatory requirements. Please feel free to contact the undersigned with any questions or comments regarding WAA's responses.

Regards,

Winnipeg Airports Authority Inc.

Andrew Curwain P.Eng.
Director, Airport Planning & Infrastructure
Winnipeg Airports Authority

Phone: 204-987-1541
E-mail: acurwain@waa.ca

Ervick-Knote, Holly

From: SM-Subdivision Circulars <SubdivisionCirculars@hydro.mb.ca>
Sent: February 10, 2023 8:36 AM
To: +WPG139 - Inland Port Special Planning Authority; Schulz, Kari;
jas@exemplardevelopments.ca
Cc: PROPERTY ACQUISITION; Shaw Cable Systems
Subject: 4172-23-8246 and 13-2-172-2023-0001 - SCC Property Ltd. - E-mail to Planning - Hydro File 2023-1065



The Manitoba Hydro-Electric Board – Centra Gas Manitoba Inc.

RE: Application(s)

Please be advised of the following Manitoba Hydro/Centra Gas conditions on file **4172-23-8246 and 13-2-172-2023-0001**:

1. **Easements required**—Manitoba Hydro and Centra Gas Manitoba Inc. will require easements.

Manitoba Hydro and Centra Gas will require the land owner to enter into a Statutory Easement Agreement(s) and a Grant of Right of Use Agreement(s) (“Agreements”) with Manitoba Hydro and Centra Gas regarding existing and/or future facilities associated with the subdivision as set out in the above noted application. This registration requirement will need to be included as a condition on the final Certificate of Approval.

2. If this application is revised at any time it will be necessary for Manitoba Hydro/Centra Gas to review the file to determine if our easement requirements remain the same.
3. We have included the applicant—if the email address was not provided please provide this letter to them.

Directions for the Applicant

Should you receive Conditional Approval of the subdivision Manitoba Hydro needs the following to complete our condition:

1. Have the surveyor provide Manitoba Hydro/Centra Gas Manitoba Inc. with a pdf copy of the Subdivision Plan.
 - a. **Timelines can be reduced should the surveyor provide a CAD file (georeferenced preferred)**

- b. Upon receiving the pdf or CAD file of the Subdivision Plan we will review and provide our easement requirements to your surveyor to prepare a Plan of Easement. (Unless otherwise informed by Manitoba Hydro)
 - c. Promptly provide any layout changes. (Including changes requested by Land titles office)
2. Provide us with the name of the lawyer which will be taking care of registration of your subdivision. We have **Kenton Fast, Fast Trippier Law** from the application on file. If this is incorrect, please advise.
 - a. Agreements will need to be signed by the land owners. The agreements and the plan of easement need to be sent in trust from our lawyer to the applicant's lawyer to ensure they are signed and registered.
 - b. Once signed at the lawyers office you will be provided with a release of conditions letter which can be given to the planning office.
3. Any removal or relocation of Manitoba Hydro and/or Centra Gas Manitoba Inc. existing facilities as a result of the proposed subdivision will be at the expense of the developer and/or customer.
4. Should you require further electrical or gas services please fill out online form on the [Manitoba Hydro](#) website.

The lawyer information, subdivision plan and any inquiries can be sent to HCSC@hydro.mb.ca.

***NEW* Subdivision Application Status Dashboard and Land Management Site**

View the status of your subdivision within Manitoba Hydro using our Subdivision Application Status Dashboard and [FAQ's](#) about the subdivision process on our new [Land Management Site](#). Instructions for how the Subdivision Application Status Dashboard works can be found [here](#). (Dashboard is best viewed on a desktop computer)

Thank you,

Subdivision Coordination Team
Manitoba Hydro | Property Department
12th Floor - 360 Portage Ave
Winnipeg MB R3C 0G8

 **If you print, please recycle.**

This communication is intended for the use of the named addressee(s), and may contain information that is private, confidential, and exempt from disclosure under law. If you have received this communication in error; please notify the sender immediately, delete this communication from all data storage devices and destroy all hard copies.

Subject: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package

From: +WPG1195 - Mines BR <mines_br@gov.mb.ca>

Sent: September 8, 2023 3:18 PM

To: +WPG139 - Inland Port Special Planning Authority <inlandportspa@gov.mb.ca>

Subject: RE: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package

Hi Holly,

Mines Branch has no concerns

Tim Davis

GIS Specialist

Mining, Oil and Gas, EDIT

Tim.davis@gov.mb.ca

360-1395 Ellice Ave, Winnipeg, MB

(204) 945-6525

Subject: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package

From: Billedeau, Neil <Neil.Billedeau@gov.mb.ca>

Sent: September 6, 2023 2:40 PM

To: +WPG139 - Inland Port Special Planning Authority <inlandportspa@gov.mb.ca>

Cc: +WPG112 - FireComm <FireComm@gov.mb.ca>

Subject: RE: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package

No concerns in so far as the application of the Manitoba Fire Code is applied.

Sincerely,

Neil Billedeau
Municipal Relations
Office of the Fire Commissioner
Program Manager - Fire Safety Inspections
Ph. 204-918-7781

Confidentiality Notice

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Subject: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package

From: Teranet Manitoba - Surveys Planning <mb.surveysplanning@teranet.ca>

Sent: September 7, 2023 10:23 AM

To: +WPG139 - Inland Port Special Planning Authority <inlandportspa@gov.mb.ca>

Subject: RE: FOR YOUR REVIEW: IPSPA Rezoning (13-2-172-2023-0194 and Subdivision File No. (4172-23-8246) - Circulation Package

Hello,

Land Titles requirements are as follows:

A Plan of Subdivision as proposed SAM is required.

Thank you,

Laxmi Dhakal

Survey Examiner, Winnipeg Land Titles, Teranet Manitoba

500-200 Graham Ave, Winnipeg, MB R3C 4L5

Mailing Address: PO Box 70 Winnipeg Main, Winnipeg, MB R3C 2G1

Office: 1.844.737.5684 Ext. 1792

Laxmi.Dhakal@teranet.ca