

**Municipal Relations**

Inland Port Special Planning Area  
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November 26, 2018

**File No.: 13-2-172-2018-0161**

**INLAND PORT SPECIAL PLANNING AUTHORITY**

**RE: INLAND PORT SPECIAL PLANNING AREA BY-LAW 2-18 TO RE-ZONE PART OF THE SE ¼ 34-11-2E EXC THE ELY 1320 FEET PERP IN THE RURAL MUNICIPALITY OF ROSSER FROM "IPZ" INLAND PORT RURAL ZONE TO "I2" INDUSTRIAL GENERAL (WSP CANADA GROUP LTD - APPLICANT)**

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The intent of this application is to re-zone and subdivide an existing parcel legally described as part of the SE ¼ 34-11-2 EPM EXC THE ELY 1320 FEET PERP from "IPZ" Inland Port Rural Zone to "I2" Industrial General. The parcel is approximately +/- 80.0 acres in size and currently utilized for agricultural purposes. There are no existing buildings or structures on the property.

The applicant proposes to subdivide the parcel and create 35 new lots, ranging in size from 1.40 acres to 4.93 acres, to extend the BrookPort Business Park westerly. The proposed subdivision will include an internal public road network with direct access to Farmer Road to the south, two access points connecting to BrookPort Business Park, and two accesses to the west providing connections to future development. The new lots will accommodate industrial development within CentrePort.

**INLAND PORT SPECIAL PLANNING AREA REGULATION 48/2016:****Development Plan:**

The area proposed for rezoning is designated partly Service-Oriented Industrial and partly Manufacturing & Logistics. These designations support the development of small to medium scale industrial development. Policies within the Inland Port Special Planning Area Regulation support a variety of uses such as light industrial, general industrial and warehousing/storage.

Policies also state that the development will be required to hook up to available municipal services. Wastewater and water services may be extended from the BrookPort Business Park immediately east of this proposed development. Costs for this, outlined in the Capital Lot Levy By-law, will be applied as part of the Development Agreement to be entered into with the Rural Municipality of Rosser.

**Zoning By-law:**

The subject property is currently zoned Inland Port Rural Zone. This zone was established as a holding zone to allow existing uses to continue until such time as development is proposed.

The proposed zone is "I2" Industrial General Zone. Land uses within this zone are to be oriented towards industrial uses such as manufacturing, truck activity, warehousing and distribution. Streetscapes in this zone are comprised of utilitarian frontages, including loading docks, facilities for movement of large cargo trucks and service and delivery vehicles, and trees planted for shade.

The Industrial Corridor Overlay standards will apply as the lots become developed. Future development will be required to meet the following standards:

Use	Parking	Building Height	Building Setbacks			Building Frontage	Parking Access	Site Coverage
			Front	Side	Rear			
Industrial General	Varies depending on land use	3 stories maximum	1.5 m. (5 ft.)	6.1 m. min (20 ft.)	6.1 m. min (20 ft.)	50% min of total building frontage to be glass with 60% min clear glass	18.3 m. min (60 ft.) from corner	70% maximum

The Zoning By-law also requires that new development applications achieve at least five points from one or more of the sustainable development measures. Because the application is only for the rezoning and subdivision of the property, future landowners will be required to meet the sustainable development measures, which would be verified at the time of issuance of a development and/or building permit.

**DEVELOPMENT REVIEW COMMITTEE:**

The application was reviewed by the Development Review Committee for the Inland Port Special Planning Area. The following requirements/comments were received:

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

**Infrastructure:** Infrastructure does not object to the rezoning or subdivision and requires the following to be conditions of approval:

- Additional information will need to be provided to the regional Technical Services Engineer to determine if the development will have an impact on drainage. The regional office may request the applicant to submit a detailed drainage plan.
- The additional traffic that will be generated by the development may impact the adjacent road network. A traffic impact study will be required to determine the impact and to identify the type of on-highway improvements that may be required to safely accommodate the traffic generated by this development.

**Winnipeg Airports Authority:** The WAA stated that all development must meet the applicable regulatory requirements. Additionally, prior to any construction activities, a land use submission must be sent to Nav Canada to assess and approve all approvals for land use near airports. They also recommend the following:

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

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

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

## COMMENTS/RECOMMENDATION:

The proposed re-zoning and subdivision is in keeping with the policies of the Service-Oriented Industrial and Manufacturing & Logistics designations. This parcel will be an extension of the BrookPort Business Park to the east. The "I2" Industrial General Zone will provide for the most flexibility of future uses and can accommodate industrial uses such as manufacturing, distribution, warehousing and truck activity.

A development agreement will have to be entered into with the Rural Municipality of Rosser which, among other things, will address payment of Capital Lot Levies, water and wastewater servicing, drainage requirements, a lot grade plan, and access requirements. Additionally, the applicant will also be responsible for any legal and engineering fees incurred by the municipality as a result of the development.

Manitoba Infrastructure also recommended a traffic impact study be prepared to determine the impact that the additional traffic will have on the adjacent road network and identify the type of improvements that may be required. Additional information regarding drainage must also be provided to Manitoba Infrastructure to determine if drainage from this site will adversely affect the provincial highway drainage system.

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

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

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

If the Board decides to recommend approval of the application, it should be conditional on the following:

1. That a Development Agreement be entered into with the RM of Rosser to ensure consistency with the Inland Port Special Planning Areas Regulation 48/2016 and to cover any other such matters as deemed necessary by Council. The Development Agreement will include, but not be limited to, extension of water and wastewater services, road upgrades, establishment of proposed landscaping, traffic impact study, drainage study, lot grading, and the application of the Capital Lot Levy By-law.
2. That the Inland Port Special Planning Area Regulation 48/2016 is amended to rezone the affected parcel to "I2" Industrial General.
3. Confirmation from Manitoba Infrastructure that drainage onsite will not adversely affect the provincial highway system.
4. Confirmation from Manitoba Infrastructure that a Traffic Impact Study has been provided and any items identified have been addressed appropriately.
5. Confirmation from Sustainable Development that approval has been obtained from the Office of Drinking Water prior to the start of construction of the water infrastructure pursuant to *The Drinking Water Safety Act*, including the submission of engineering drawings and specifications.
6. Confirmation from the Winnipeg Airport Authority that the developer has completed an approach survey and submitted the survey certificate to the WAA.
7. Confirmation that an Easement Agreement has been entered into with Manitoba Hydro and Bell MTS.

*Kari Schulz*

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Kari Schulz  
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c.: Meagan Boles c/o WSP, applicant