



Municipal Relations

Inland Port Special Planning Area
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November 15, 2021

File No.: 13-2-172-2021-0169

INLAND PORT SPECIAL PLANNING AUTHORITY

**RE: INLAND PORT SPECIAL PLANNING AREA BY-LAW 4-21 TO RE-ZONE
LOT 43 PLAN 68592 WLTO IN SW ¼ 34-11-02 EPM
IN THE RURAL MUNICIPALITY OF ROSSER
FROM "IPR" INLAND PORT RURAL ZONE TO "I2" INDUSTRIAL GENERAL ZONE
(WSP CANADA INC. - APPLICANT)**

The intent of this application is to re-zone Lot 43 Plan 68592 WLTO in SW ¼ 34-11-02 EPM (± 29.5 acres) in the Rural Municipality of Rosser from "IPR" Inland Port Rural Zone to "I2" Industrial General Zone in order to establish a *Parking* use. This proposal is an extension (Phase 4) of BrookPort Business Park. The proposed *Parking* use would be accessory to a transportation related use on Lot 13 Plan 68592, which is adjacent to the subject land.

The lot would be accessed through Lot 13 Plan 68592. Lot 13 will be serviced with water and wastewater in accordance with municipal standards, however the subject parcel being re-zoned will not be serviced. The affected parcels are currently utilized for agricultural purposes. There are no existing buildings or structures on the property.

An extension of the Chief Peguis Trail is proposed going through the north and northwest portion of the subject land. The applicant proposes to establish permanent trailer parking on this area of the subject parcel as well. The applicant has previously entered into a temporary use agreement with Rosser for previous applications in the BrookPort Business Park for the same purpose and is proposing to do the same for this lot. The temporary use agreement will allow for the northwestern portion of the lot to be used for trailer parking until such time as the Chief Peguis Trail extension is constructed.

INLAND PORT SPECIAL PLANNING AREA REGULATION 48/2016:

Development Plan:

The area proposed for rezoning is designated Manufacturing and Logistics Industrial according to the Inland Port Special Planning Area Regulation 48/2016. 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.

Servicing policies state that development will be required to hook up to municipal services (water and wastewater) when available (section 5.1.2.1). 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 RM of Rosser.

Phasing policies state that the logical and orderly phasing of development will generally follow the extension of municipal services. Deviations from this approach may be considered in order to provide

opportunities for un-serviced development. Development that is not serviced should be directed to the lands along the west or northwest side of the Inland Port plan area, north of the CPR rail line and adjacent to the Perimeter Highway, which are located at the furthest point from where water and wastewater services will initially be installed and extended (section 7.1).

Zoning By-law:

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.

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 proposed *Parking* use is permitted within the “I2” zone. The Industrial Corridor Overlay standards apply, however are largely not applicable to this development as no building is proposed for this site:

Use	Parking	Building Height	Building Setbacks			Building Frontage	Parking Access	Site Coverage
			Front	Side	Rear			
Parking	N/A	3 stories maximum	1.5 m. (5 ft.)	6.1 m. (20 ft.)	6.1 m. (20 ft.); 1.5 m (5 ft.) to rear access lane	50% min of total building frontage to be glass with 60% min clear glass	9.1 m. (30 ft.) from corner	70% maximum

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:

Bell MTS: Easements are required.

City of Winnipeg:

Public Works Department: There are deficiencies with the recent construction works at the intersection of Brookside Boulevard and Farmer Road related to a previous development within the RM. The City is in the process of addressing this.

Water and Waste Department: 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. Flow calculations shall 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.

Manitoba Agriculture and Resource Development: No objection.

Manitoba Agriculture and Resource Development (Mineral Resources): No concerns.

Manitoba Conservation and Climate: The Environmental Compliance and Enforcement Branch (ECE) has no concerns at this time, but would like to advise the proponent that 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 licence under *The Environment Act*.

Manitoba Infrastructure: Infrastructure does not object to the rezoning in order to accommodate a trailer storage use. A development agreement, or some sort of appropriate agreement, should be entered into with the municipality that prohibits all permanent structures and allows for only those units that are

temporary and moveable within the Chief Peguis Extension area. Infrastructure requests that the following are included as conditions of approval:

- The developer provides written confirmation that sufficient information has been provided to the regional Technical Services Engineer (Rob Crang at 1-204-945-8955) or Rob.Crang@gov.mb.ca to allow him to determine if the development 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 preliminary traffic projections to Karen Toews at 1-204-794-2733 or Karen.Toews@gov.mb.ca. Based on this information, our department will determine if a more detailed Traffic Impact Study is required. If required, this study is to be prepared by a qualified engineer and will determine what impact the traffic generated by this development will have on the traffic operations at this location and what, if any, on highway improvements will be required.

No comments were received from: Canada Post; CN Rail; CP Rail; Historic Resources Branch (Sport, Culture and Heritage); Manitoba Hydro/Centra Gas; Office of the Fire Commissioner; Rural Municipality of Rosser; Shaw Communications; South Interlake Planning District; Teranet (The Property Registry); Water Management, Planning and Standards (Manitoba Infrastructure); and Winnipeg Airports Authority.

COMMENTS/RECOMMENDATION:

The purpose of this rezoning application, and subsequent public hearing, is to determine if the proposal should be rezoned to "I2" Industrial General Zone, thereby permitting the establishment of a ±29.5 acre accessory *Parking* use to the transportation related use located on the neighbouring property (Lot 13, Plan 68592 WLTO).

It is noted that an extension of the Chief Peguis Trail is proposed going through the north and northwest portion of the subject land. As such, Manitoba Infrastructure recommends that if the re-zoning and proposed development is approved that development of permanent structures be restricted on the lands affected by the Chief Peguis Trail extension (please see related Condition 1 pertaining the Development Agreement).

The original intention was to provide East west connectivity through Goldenrod drive. However the rezoning and proposed development of the land for a *Parking* use will eliminate that option if approved.

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. Additionally, general policies within the Development Plan state that development should allow for the cost-effective extension of municipal services.

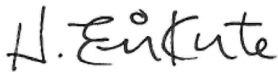
The Inland Port Special Planning Area Regulation 48/2016 policies do not support un-serviced new development, as proposed. Development plan servicing and phasing policies require that new development must be connected to the municipal water and sewer systems when available. As the subject land is contiguous to the Brookport Business Park, the Inland Port Special Planning Areas Regulation 48/2016 would support serviced development on this land.

If despite the above, 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 prohibit all permanent structures and allow for only those units that are temporary and moveable within the

Chief Peguis Extension area. The development agreement may also include, but not be limited to, extension of sewer and water services, road upgrades, establishment of proposed landscaping, Traffic Impact Study, drainage study, a Water and Resource Management Plan, lot grading, Sustainable Development Measures, lighting, and the application of the Capital Lot Levy By-law.

2. Confirmation from Manitoba Infrastructure (Rob Crang, Technical Services Engineer: 1-204-945-8955 or Rob.Crang@gov.mb.ca) that drainage onsite will not adversely affect the provincial highway system. The applicant may be required to submit a detailed drainage plan prepared by qualified experts.
3. Confirmation from Manitoba Infrastructure (Karen Toews, Manager, Roadside Development: 1-204-794-2733 or Karen.Toews@gov.mb.ca) that preliminary traffic projections and, if required, a Traffic Impact Study has been provided and any items identified have been addressed appropriately.
4. Confirmation from the City of Winnipeg (Water and Waste Department) that drainage into the City of Winnipeg resulting from the proposed development does not exceed the pre-development discharge rate. Please contact regionalplanning@winnipeg.ca or 204-986-2636 for further details.
5. Confirmation from Manitoba Conservation and Climate (Environmental Compliance and Enforcement Branch) that any required licences under *The Environment Act* have been obtained. Please contact Kaitlin Sawisky, Environment Officer, at Kaitlin.Sawisky@gov.mb.ca or at 204-914-8404 for further details.



Holly Ervick-Knote
Planner

c.: Kari Schulz c/o WSP, applicant