Agenda – Executive Policy Committee – September 21, 2023

Report – Standing Policy Committee on Property and Development – September 18, 2023

Moved by Councillor

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than four business days preceding the committee meeting, be considered by Committee.

Item No. 3 CentrePort Development

STANDING COMMITTEE RECOMMENDATION:

On September 18, 2023, the Standing Policy Committee on Property and Development concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That the report be received as information.

Agenda – Executive Policy Committee – September 21, 2023

Report – Standing Policy Committee on Property and Development – September 18, 2023

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On September 18, 2023, the Standing Policy Committee on Property and Development concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

COUNCIL DECISION:

On February 23, 2023, Council adopted the recommendation of the Standing Policy Committee on Property and Development:

1. That an extension of time of up to 180 days be granted for the Winnipeg Public Service to report back on how best to align development processes, costs and timelines in CentrePort South with those in CentrePort North in an effort to achieve economic competitiveness for development in CentrePort South.

2. That the Proper Officers of the City do all things necessary to implement the intent of the foregoing.

On March 24, 2022, Council adopted the recommendation of the Standing Policy Committee on Property and Development:

1. That the Winnipeg Public Service be directed to:

    A. Report back in 240 days with recommendations on how best to align development processes, costs and timelines in CentrePort South with those in CentrePort North in an effort to achieve economic competitiveness for development in CentrePort South.

    B. Draft a Developer's Handbook to provide information and answers to questions about land use planning in CentrePort South.

    C. Consult with landowners in CentrePort South in the development of the above.

Report – Standing Policy Committee on Property and Development – September 18, 2023

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

2. That the City of Winnipeg immediately nominate a representative to the Inland Port Special Planning Authority.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

On February 24, 2022, Council ruled automatic referral of the following motion to the Standing Policy Committee on Property and Development, Heritage and Downtown Development:

Moved by Councillor Gillingham,
Seconded by Councillor Browaty,

WHEREAS CentrePort Canada Inc. was established in 2008 by provincial legislation known as the CentrePort Canada Act and is the largest inland port in North America;

AND WHEREAS the approximately 20,000 acres land area known as "CentrePort Canada" includes property located adjacent to the Winnipeg James Armstrong Richardson International Airport, with CentrePort North within the Rural Municipality of Rosser and CentrePort South within the City of Winnipeg;

AND WHEREAS CentrePort North is experiencing consistent development due to the availability of water and sewer services, while CentrePort South is not presently serviced;

AND WHEREAS updates to the Airport Area West (aka CentrePort South) industrial and residential secondary plans were recently adopted by Winnipeg City Council;

AND WHEREAS the City of Winnipeg budget includes $20 million toward the first phase of providing water and sewer services to CentrePort South subject to matching funding from each of the Provincial and Federal governments;

AND WHEREAS formal requests for matching funding have been sent to both the provincial and federal governments;

AND WHEREAS servicing CentrePort South will make the land available for development;

Report – Standing Policy Committee on Property and Development – September 18, 2023

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

AND WHEREAS the development processes in CentrePort North differ from those in CentrePort South;

AND WHEREAS CentrePort North is a designated special planning area under The Planning Act, with an Inland Port Special Planning Authority and a streamlined land-development approval process;

AND WHEREAS the Inland Port Special Planning Area is guided and regulated by the Inland Port Special Planning Area Regulation (MR 48/2016), and a clear Developer's Handbook provides information and answers to questions about land use planning in CentrePort North;

AND WHEREAS the City of Winnipeg has a representative position on the Inland Port Special Planning Authority and the seat is currently vacant;

AND WHEREAS development processes, costs and timelines in CentrePort South should align with and be comparable to those in CentrePort North to ensure Winnipeg's side remains economically competitive.

THEREFORE BE IT RESOLVED:

1. That the Public Service be directed to:

    A. Report back in 180 days with recommendations on how best to align development processes, costs and timelines in CentrePort South with those in CentrePort North in an effort to achieve economic competitiveness for development in CentrePort South.

    B. Draft a Developer's Handbook to provide information and answers to questions about land use planning in CentrePort South.

    C. Consult with landowners in CentrePort South in the development of the above.

2. That the City of Winnipeg immediately nominate a representative to the Inland Port Special Planning Authority.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

ADMINISTRATIVE REPORT

Title: A Review of Winnipeg's Development Application Processes in CentrePort South

Critical Path: Standing Policy Committee on Property and Development – Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
G. Chappell	H. Borys	N/A	M. Jack

EXECUTIVE SUMMARY

CentrePort Canada offers industrial land for development in the City of Winnipeg and in the rural municipality of Rosser (Rosser). For the purposes of this report, CentrePort South refers to the area of Winnipeg within CentrePort that falls under the Airport Area West Industrial (AAWI) Secondary Plan boundaries.

A review of development processes, costs, and timelines reveals that Winnipeg remains competitive for development. Winnipeg's average development application timelines are faster than those in Rosser and faster than most Canadian cities according to current research. Average application timelines have decreased since the introduction of timeline legislation through Provincial Bill 37; from 133 days to 118 days. Stakeholder discussions revealed that servicing entitlements obtained after development approvals, are also similar between Winnipeg and adjacent rural municipalities. While several cost categories are more expensive in Winnipeg, Rosser's capital cost levies add significantly to the cost of development. Higher taxes in Winnipeg are reflective of the greater access to municipal services, some of which are essential to industrial needs, such as transit, proximity to a labour force, and ample fire coverage.

Key takeaways from stakeholder engagements revealed that Winnipeg should be collaborating with Rosser in order to be more competitive together with other regional markets. Stakeholders expect that demand will be high once CentrePort South is serviced with infrastructure, and encouraged the City to complete infrastructure enhancements soon. Other suggested changes include a dedicated contact person, exploration of reduced development standards, and consideration of a sustainable development 'point system'. Stakeholders also suggested content for a developer's handbook, but expressed preference for a webpage.

Based on the feedback received, the Public Service will create a webpage instead of a handbook and will assign a district planner as a point of contact for CentrePort South. The Public Service expects that Winnipeg will remain competitive in CentrePort South, and recommends no changes to the development application processes or costs.

RECOMMENDATIONS

That this report be received as information.

REASON FOR THE REPORT

On March 24, 2022, Council adopted the recommendation of the Standing Policy Committee on Property and Development:

1. That the Winnipeg Public Service be directed to:

    A. Report back in 240 days with recommendations on how best to align development processes, costs and timelines in CentrePort South with those in CentrePort North in an effort to achieve economic competitiveness for development in CentrePort South.

    B. Draft a Developer's Handbook to provide information and answers to questions about land use planning in CentrePort South.

    C. Consult with landowners in CentrePort South in the development of the above.

2. That the Winnipeg Public Service immediately nominate a representative to the Inland Port Special Planning Authority.

On February 23, 2023 Council concurred in the recommendation of the Standing Policy Committee on Property and Development and adopted the following:

1. That an extension of time of up to 180 days be granted for the Winnipeg Public Service to report back on how best to align development processes, costs and timelines in CentrePort South with those in CentrePort North in an effort to achieve economic competitiveness for development in CentrePort South.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications to receiving this report as information.

HISTORY/DISCUSSION

<u>City of Winnipeg Inland Port Special Planning Authority Representative</u>

On March 24, 2022, Council appointed a senior planner to the Inland Port Special Planning Authority Board, which complies with Item 2 of the Council motion that initiated this report. The following sections pertain to Item 1 of the Council motion.

<u>CentrePort South – Airport Area West Industrial Secondary Plan Area</u>

The focus area of this report is the portion of CentrePort land within the City of Winnipeg (referred to as 'CentrePort South' in this report). This land (~2,747 acres) is subject to the policies of the Airport Area West Industrial (AAWI) Secondary Plan, which was adopted by Council in 2021. A small number of companies own a majority of this land. In accordance with

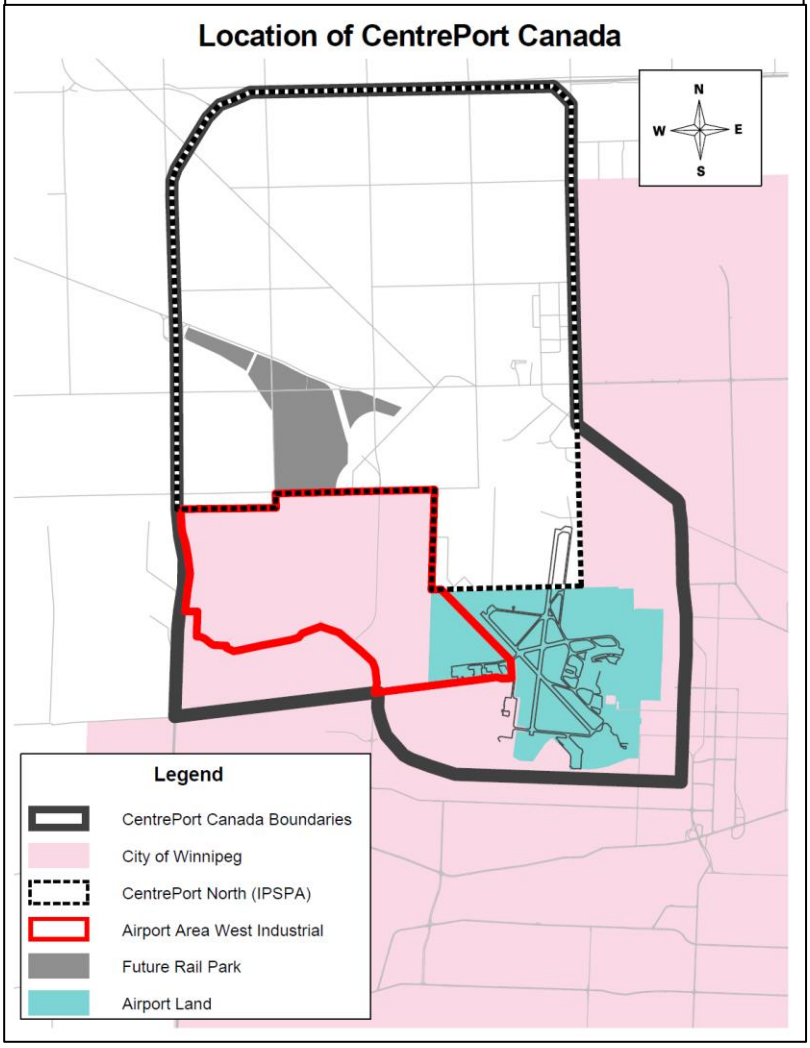
the policies of the AAWI Secondary Plan, development cannot commence in the area until regional services have been provided including water, wastewater, and land drainage.

CentrePort North – Inland Port Special Planning Area

Development within CentrePort North, located entirely within the rural municipality (RM) of Rosser, is subject to the Inland Port Special Planning Area (IPSPA) Regulation, enacted by the Province in 2016. The regulation contains a 'development plan by-law' outlining future land uses, and zoning regulations. Development applications are reviewed by the Province and require approval by the IPSPA Board and Ministerial approval.

Both the IPSPA and AAWI plans designate areas for service-oriented industrial, commercial and retail, and manufacturing and logistics industrial. Notable differences include the Rail Industrial Park in CentrePort North, and the Airport Area lands within CentrePort South. CentrePort South is also in close proximity to residential and includes higher development standards. Approval for development in CentrePort is divided between the City (CentrePort South) and the Province (CentrePort North).

Map 1 – CentrePort Canada boundaries



Comparison of Processes, Timelines, and Costs

A detailed review of local data reveals that Winnipeg's costs and timelines associated with applications and approvals are competitive in relation to Rosser. In addition, a 2023 Canadian Home Builder's Association (CHBA) report found that Winnipeg had the fourth shortest approval timelines and the fifth lowest government charges out of 21 Canadian cities. The focus of the CHBA report was on residential development and may differ for other types of development.

Development Application Processes

While the experience of the process may differ based on complexity of the application and ease of obtaining information, the overall process for both jurisdictions includes receipt of the application, circulation to other departments for commentary, preparation of a planner's report, a public hearing, and the decision. In the IPSPA, this public hearing body is the IPSPA Board, and the final decision is made by the Minister of Municipal Relations. The Minister's decision is final and there is no appeal mechanism. In Winnipeg, the public hearing for CentrePort lands is conducted by the Assiniboia Community Committee, and the final decision is made by Council. Council decisions are subject to appeal to the Manitoba Municipal Board. These appeals must align with the Province's legislated appeal conditions.

After development application approval, the developer works with the municipality (Winnipeg or Rosser) to satisfy application requirements in order to obtain development entitlements. The development application process is separate from the permit application process, which occurs after a development application is approved.

Table 1 – Comparison of Process Steps between Winnipeg and Rosser (IPSPA)

Policy Planning	Winnipeg	IPSPA (CentrePort North)
Guiding Legislation	City of Winnipeg Charter	The Planning Act
Land Use Policies	AAWI Plan	IPSPA Plan: • Compliance w/ Sustainable Development Measures Checklist
Applications Received By:	City of Winnipeg - PPD	Province of Manitoba
Planner's Report	• By Winnipeg Planner • Circulated to depts and other municipalities as appropriate	• By Provincial Planner • Circulated to depts and other municipalities as appropriate
Legislated Timeline	Max of 150 days from application to decision	Not Applicable
Public Hearing Notice	Min 21 days before hearing *	Min 14 days before hearing
Hearing Held By	Assiniboia Community Committee	IPSPA
Application Approval / Rejection	City of Winnipeg - Council	Province of Manitoba – Minister
Development Agreement	City of Winnipeg - PPD	RM of Rosser
Permit Authority	City of Winnipeg - PPD	South Interlake Planning District (SIPD)
Airport Land Use Compliance	WAA review	WAA review
Appeals	Municipal Board	Minister

** Public Hearing Notices for the City of Winnipeg will increase to 27 days once Provincial Bill 34 is proclaimed.*

The IPSPA, which has a dedicated Provincial planner, has a reputation for providing quick and timely information during the various stages of the development process.

The City of Winnipeg has some optional processes for developers that may impact the development application, permit process, and timelines:

- Pre-applications – In advance of making a formal development application, a prospective applicant may submit a “Pre-Application”, which is a draft form of a potential development application whereby preliminary written input can be obtained from appropriate City departments as well as the Ward Councillor about the opportunities and constraints of a specific development proposal. While this process takes additional time for consideration, it is a low-cost option that allows developers to identify problem areas prior to submitting a development application.

- The Optional Professional Certification Program (OPCP) is offered for commercial building permit applications for new construction, additions, and renovations. It provides a target review time of five business days by involving submission of pre-certified building plans by professionals, subject to meeting prerequisite requirements.

Development Application Costs

The direct costs for developing are difficult to compare between Winnipeg and Rosser because the two municipalities pay for infrastructure in a different manner. Direct application costs in Winnipeg are higher and development standards are higher, leading to higher infrastructure costs related to a development. Rosser subdivision applications include capital lot levies, which add fixed and per-acre fees to the cost of development. Winnipeg applies Development Agreement Parameters to determine what conditions a developer will be responsible for in development agreements. Winnipeg also pays for infrastructure through municipal taxes, which are considerably higher than in Rosser, and are reflective of the greater array of municipal services the City has to offer.

Table 2 – Comparison of Development Costs between Winnipeg and Rosser (IPSPA)

Cost Type	Winnipeg	IPSPA
Subdivision application	$7,410	$510
Subdivision additional charges	$459 per acre	$300 per lot
Re-zoning application	$12,910	$1,500
Re-zoning application per acre	$459 per acre	N/A
Variance application	$2,305	$200
Development Charges Fixed*		$4,950
Development Charges per acre*		$74,787
Development Permits	$695	$177
Permit Fees – Industrial Occupancy	$0.86 PSF** to $1.60 PSF	$1.06 PSF to $1.54 PSF
Permit Fees – New Construction Base Fee	$925	$946
Municipal Tax – Mill Rate	11.96	5.115

** From City of Winnipeg Planning, Development and Building Fees and Charges, Province of Manitoba Special Planning Areas Regulation, and RM of Rosser 2022 Capital Development Levies (By-Law 8-22)*
***Per square foot*

Development Application Timelines

Subdivisions and re-zonings include multiple steps, from application to public hearing to final decision, and any conditions or steps to obtain development entitlements after approval. The volume of applications in Winnipeg is significantly higher than in the IPSPA. As a result, a longer

time period was used in order to accurately review the IPSPA applications to capture a sufficient volume for analysis. For example, between January 1, 2020, and December 31, 2022, Winnipeg had 170 new subdivision, rezoning, or combined applications while the IPSPA had only 16 new applications of these types.

Table 3 – Comparison of DA Timelines between Winnipeg and Rosser (IPSPA)

Development Application Type	Average (Median) Days from Application to Final Decision	
	Winnipeg Application Timelines (2020 – 2023)	IPSPA Application Timelines (2016 – 2023)
Re-zoning / DAZ	121	145
Subdivision / DAS	136	85
Combined / DASZ	121	174
All Sub & Rezoning Apps	**121**	**136**

When reviewing Winnipeg subdivision and rezoning applications since 2020 that were approved prior to Provincial Bill 37 (proclaimed October 29, 2021), Winnipeg had an average (median) timeline of 133 days. The same types of applications received since Bill 37 have a median timeline of 118 days, meaning that Winnipeg's timelines are getting faster. Bill 37 introduced development application timeline requirements for Winnipeg, and amendments were made that require public hearings occur before first reading at Council.

It should be noted that timelines for development entitlements after application approval are less easily comparable. The timeline is dependent on submission of required information by the developer and the preparation of legal agreements and execution of documents by the City to complete processing.

Stakeholder Engagement

The following is a summary of findings from 10 stakeholder interviews. This included discussions with economic development / real-estate agencies, land interests, and development and engineering firms that conduct business in the area. Appendix A includes a summary of interview findings.

Discussions about Development Processes, Costs and Timelines

Stakeholder engagements revealed that some developers perceive that development application timelines are faster in the IPSPA, although evidence does not support that assertion. Stakeholders consistently noted the quick provision of required information, ease of setting up meetings to discuss proposed developments, and easy-to-find information online. They also noted that the IPSPA planner, the RM of Rosser, and CentrePort Canada Inc work closely together in their interactions with developers.

Discussions also revealed that timelines to obtain servicing entitlements after the development is approved is comparable between Winnipeg and the IPSPA. Stakeholders agreed on the need for better communication from Winnipeg overall in the development application and permitting process. Some stakeholders recommended that Winnipeg promote the existing Optional Professional Certification Program (OPCP) better.

One disadvantage in the IPSPA is the lack of a pre-application or equivalent option. The inability to vet proposals through commenting agencies prior to making a formal application means that developers may only become aware of concerns or issues well after an application has been made. This can result in design alterations which require additional hearings.

Stakeholders identified lower taxes and lower development application costs in the IPSPA, but noted that Rosser has per-acre capital cost levies that drive up the costs of development.

Achieving Economic Competitiveness in CentrePort South

Stakeholders identified improvements that Winnipeg may consider in order to be competitive. The majority of comments related to providing predictability, transparency, and certainty to developers, and to consider improvements to costs and timelines. Suggestions include:

- Easier access to required information and transparency in the development process.
- Greater coordination between Winnipeg, Rosser, and CentrePort Canada Inc.
- Consideration of options unique to the CentrePort South area:
    - A single point of contact for development enquiries.
    - Accelerated timelines for a fee.
    - Financial incentives for development.
    - Alternative development standards.
    - No conditional uses.
    - An area-specific planning commission.
    - A phase-servicing plan.
    - Implementation of a sustainable development measures point system, similar to that in the IPSPA.

Essential Elements of a Developer's Handbook

Stakeholders were asked about the creation of a developer's handbook, along with what information would be helpful or essential. All stakeholders agreed that better communication is essential, although several suggested that a web page would be a better fit, because it could be easily updated over time and fewer people are using printed materials. Stakeholders suggested that such a website should include:

- A dedicated and knowledgeable contact person; not 311.
- Relevant development information, including anticipated timelines, the appeal process, and information about development standards.
- Key land features and capacity.
- Development considerations specific to development surrounding airport land.
- Links to partner organizations.

Analysis of Research and Consultations

Stakeholder comments were generally consistent with the findings of background research, and revealed key insights that could be explored further. This section analyzes issues and opportunities for consideration, based on research and stakeholder feedback.

Comparison of Development Processes, Timelines, and Costs

Winnipeg development application timelines and costs are competitive when compared with those in CentrePort North and when compared with other large Canadian cities. This includes the timeline for development entitlements after approval of development applications.

While the development application process in CentrePort North has more levels of government involved in the process, stakeholders touted easy access to information and the ability to set up meetings in order to get the required information to make decisions, allowing for greater transparency and certainty.

CentrePort North (IPSPA) and CentrePort South are governed by two separate levels of government. The IPSPA regulation does not currently regulate development on lands located within Winnipeg. It may not be possible to have a single process under the two jurisdictions, unless the Province expands the IPSPA regulation into Winnipeg.

Alignment of Development Requirements with CentrePort North (IPSPA)

Development Standards Alignment

Several stakeholders suggested that Winnipeg has higher development standards (e.g. road construction specifications) than adjacent rural communities, and that lowering development standards could facilitate industrial development. This suggestion is consistent with Complete Communities Direction Strategy 2.0 policy 2.3, which requires that the City "explore alternative Employment Lands servicing standards to promote City competitiveness relative to Capital Region municipalities."

While there may be merit in revisiting standards specific to industrial development in the CentrePort South area, the City must maintain sufficient standards for its urban needs. Offering different levels of service provides businesses with a greater selection of development options based on their needs.

Sustainable Development Measures Checklist

The sustainable development measures checklist requirement, located within the IPSPA regulation, requires that developers achieve at minimum five points from the sustainable initiatives table, when applying for a subdivision or re-zoning. The point system follows closely with the CentrePort Canada vision, which emphasizes sustainable development practices. Several stakeholders suggested that Winnipeg could implement such a point system for CentrePort South to maintain consistent requirements throughout the CentrePort area. Should the City wish to explore this option, it could be reviewed during the upcoming zoning by-law review, though care should be exercised to ensure development hurdles are not created.

Additional Incentives

Some developers suggested that Winnipeg consider incentives to encourage development. However, the majority of stakeholders mentioned that demand will be high when the infrastructure is extended in CentrePort South. For the time being, these incentives are not required, and could be revisited should the need arise.

Single Point of Contact

Nearly all stakeholders identified the need for a single point of contact to help applicants navigate the process. Developers mentioned the difficulty in getting information from various City departments. They commended Rosser's ability to quickly connect applicants with information they need, and coordinate timely meetings.

The IPSPA Planner facilitates the application process, connects applicants with required information, and writes the planner's report for the IPSPA Board. The City's district planners have a similar role, with the Assiniboia district Planner covering the CentrePort South area.

While the IPSPA planner position under the Province of Manitoba provides dedicated support for CentrePort North's development needs, the initial application volume in 2016 did not warrant the planner to focus exclusively on CentrePort. Similarly, Winnipeg may not require a planner position dedicated exclusively to CentrePort until warranted by sufficient development volumes.

Developer's Information Portal

As discussed above, several stakeholders suggested a CentrePort South informational website would be a better fit than a handbook. This would allow for a greater ability to link to and from other pages, and to update the content more easily. Based on the feedback received, the Public Service believes that the request for a handbook can be replaced with a website.

A webpage is currently in development and will be launched in the coming weeks.

Conclusion

Winnipeg's development application costs, processes, and timelines are comparable with those in Rosser. Maintaining a good working relationship between the City, Rosser, and the Province and CentrePort Canada will enable greater collaboration in managing development needs. Winnipeg will create a webpage with a single point of contact and the detailed application and development information to better connect applicants with the information they need.

FINANCIAL IMPACT

Financial Impact Statement

Date: July 31, 2023

Project Name:

A Review of Winnipeg's Development Application Processes in CentrePort South

COMMENTS:

There are no direct financial implications associated with this report.

C. Turman, for
Mike McGinn, CPA, CA
Manager of Finance

CONSULTATION

This Report has been prepared in consultation with:

- Stakeholders in Winnipeg's development community, and involved with development in the CentrePort Canada Inland Port, were consulted for research purposes but did not assist in the preparation or review of the report.

OURWINNIPEG POLICY ALIGNMENT

Complete Communities 2.0

B3. Servicing

1.1 Require a full range of municipal services for new development, or for intensification through a rezoning, subdivision, or conveyance.

2.6 Require that municipal water extensions be accompanied by an extension of municipal wastewater service, to mitigate impact to the environment and public health, provided the extensions are appropriately timed as well as environmentally and economically sustainable, as determined by and to the satisfaction of the Director of Water and Waste.

E1. Employment Lands

2.1 Promote regional economic development by maximizing the City's competitive advantages.

2.2 Undertake an Employment Lands competitiveness analysis to determine:

a. Advantages and disadvantages of Winnipeg's Employment Lands relative to Capital Region municipalities and other economic regions;

2.3 Explore alternative Employment Lands servicing standards to promote city competitiveness relative to Capital Region municipalities.

3.1 Provide a sufficient supply of vacant serviced Employment Lands to accommodate forecasted industrial growth, promote City and regional competitiveness and economic diversity, and to provide jobs in proximity to the City's population, amenities, and services.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

2.1 Engage Community Leadership and Associations on an Ongoing Basis to Help Shape Implementation of the Climate Action Plan

Identify opportunities to have ongoing discussions and collaborations with industry and Indigenous environmental stewardship groups to identify opportunities and to co-create solutions

2.3 Create Conditions to Enable Community Climate Action

Acknowledge the critical role of municipalities in mitigating climate change and collaborating with other levels of government, conduct a review of municipal governance statutes with a goal of enabling and empowering the City of Winnipeg to act on climate change

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Poverty Reduction Strategy (PRS) and its Goals and Objectives, and it was determined that the PRS is not applicable to this specific report.

SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning and Design
Prepared by: Mike Lennon, Urban Planning and Design
Date: August 2, 2023
File No: N/A

Attachments:

Appendix A – Summary of Stakeholder Engagement Findings

Maintaining Competitiveness in the Future Development of CentrePort South

Development Trends in CentrePort North

While the planning began in 2016, development took a couple of years before application volumes started to increase, leading to some catch up work needed. The South Interlake Planning District (SIPD) helps facilitate the process by publishing many of the application requirements to make things clear.

Comparison of Development Processes, Costs and Timelines

Timelines

- There is a general perception among stakeholders that development applications are approved faster in CentrePort North, although the Province acknowledged that development application timelines in the RM of Rosser have been increasing in recent years.
- The sustainable development measures point system in CentrePort North has led to recent delays due to the Zoning By-law requirement for windows to comprise no less than 30 percent of new building facades, which is not only difficult for some types of uses to incorporate (ie: uses requiring overhead doors), but make it challenging to meet the energy efficiency standards required for Efficiency Manitoba incentives. As a result, the need for variance applications has slowed down the turnaround time for approvals.
- Discussion with a local engineering firm revealed that the approval and submittal process for such things as design, servicing, and drainage reports are similar between Winnipeg and adjacent rural municipalities. This is due in part to improvements in City processes in recent years, and the time generally ranges between one and three months, depending on project complexity. In CentrePort North, conditional approvals are prescribed by the Province in addition to meeting RM administration requirements, which adds complexity.

Processes

- While developments in CentrePort North involve more approval authorities than in Winnipeg, the quick provision of information has led to a perception of an easier process to navigate. The small and nimble nature of the IPSPA planning team, the RM of Rosser, and CentrePort Canada have allowed for quick and easy access to information that applicants require in order to make decisions.
- There is no pre-application, or equivalent, process available for developers in CentrePort North. The inability to vet proposals through commenting agencies prior to making a formal application means that developers may only become aware of concerns or issues well after an application has been made. This can result in design alterations which require additional hearings.
- Several stakeholders expressed fondness of the Sustainable Development Measures Checklist requirement, embedded in the IPSPA Regulation.

Costs

- The cost of land in CentrePort North is reported to be more expensive than Winnipeg serviced industrial land in St. Boniface, in part as a result of capital cost levies on CentrePort land.
- Taxes in the IPSPA area in the RM of Rosser are significantly lower than those in Winnipeg.

Achieving Economic Competitiveness in CentrePort South

- Predictability in Development – At a high level, investors are looking for predictability, transparency, and certainty.
- Transparency and Access to Information – The RM of Rosser's website has all of the applicable costs laid out. Winnipeg could have all costs related to development in CentrePort South on a single webpage.
- Special Planning Area – Consider having a 'special planning area' that allows for different processes, such as accelerating timelines (possibly for a premium fee), different development standards, no conditional uses. This could include an area-specific planning commission.
- Promote Accelerated Timeline Initiatives – Winnipeg could better promote existing processes like the OPCP (Optional Professional Certification Program), which allows developers to reduce permit timelines by having outside engineer involvement, subject to pre-requisite requirements. Stakeholders also suggested consideration of outside Legal support to help implement quicker development agreements.
- Development Application Transparency – Provide greater transparency for development application progress, so that developers can know where their application is in the process.
- Single Point of Contact – Consider having a single point of contact for any questions related to development in the CentrePort South area.
- Coordinated Process – Consider having a single window for development applications, with a coordinated process between the two jurisdictions. Further, consider greater coordination in planning the CentrePort region as a whole, including transition of uses between jurisdictions. For example, could spur lines be extended into Winnipeg?
- Relationship Building – Meet frequently with CentrePort Canada Inc, the RM of Rosser, and the Province to maintain strong communication ties for any issues and opportunities for collaboration. For example, the info brochure includes advantages about the CentrePort North IPSPA, but no promotional information for Winnipeg's processes.
- Initiate Phase Servicing Plan – Winnipeg needs greater certainty in the servicing of future phases. Demand for development during Phase 1A could outpace the servicing capacity, which could result in the City needing to prioritize applications.
- Development Incentives – Consider financial incentives for major development opportunities.
- Sustainable Development Measures Checklist – Consider implementing the IPSPA point system in the CentrePort South area.
-

Essential Elements of a Developer's Handbook

All of the interviewed stakeholders were asked about the creation of a developer's handbook, along with what information would be helpful or essential. All stakeholders agreed that better communication is essential, although not all agreed that a handbook would be the best format.

Key insights:

- Webpage over Handbook – Some stakeholders mentioned that a webpage or a helpdesk may be a better fit than a handbook, because this could be easily updated over time, and fewer people are using printed materials for information.
- Contact Person – All stakeholders agreed that a dedicated and knowledgeable contact person would be the most important element of a handbook or other communication tool. It was emphasized that the page should include a direct contact, and not 311, and that the opportunity for relationship-building is essential for promoting development to this area. Having a contact person to provide information or connect people with the other appropriate parties was a popular attribute of the IPSPA website.
- Development Process – Include relevant development information, such as anticipated timelines and the appeal process. Consider flow chart.
- Development Standards – Include links to applicable development standards or contacts with other departments. Also include development information in vicinity of the airport lands, such as Transport Canada's TP1247 regulation, impacting height restrictions, requirements for drainage, wildlife mitigation, etc.
- Key Land Features & Capacity – A handbook / website is more likely to be used by inexperienced small-scale developers, rather than the larger developers. As such, it should market the advantages of the land and benefits to developing in Winnipeg, along with capacity limitations – electricity, wastewater, etc.
- Partner Organizations – A handbook / website should include links to other organizations such as Economic Development Winnipeg and CentrePort Canada Inc.