Agenda – Assiniboia Community Committee – September 4, 2026

PUBLIC HEARINGS

Item No. 4 Variance – Catalyst Park - Phase 1
(St. James Ward)
File DAV 174386/2026D [c/r SPA 7/2026, DAC 3/2026 & DASZ 6/2026]

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

The Urban Planning and Design Division recommends approval of the application as follows:

1. To vary the proposed "A PDO-1 Airport Vicinity Protection Area" Development and Design Standards of Winnipeg Zoning By-law No. 200/2006 for the establishment of Block 1 Lot 9 to permit a lot area of 13 acres instead of 40 acres.

2. To vary the proposed "M2 PDO-1 Airport Vicinity Protection Area" Development and Design Standards of Winnipeg Zoning By-law No. 200/2006 for the maintenance of a parking area on proposed Block 3 Lot 3 to permit the following:

    A. a front yard of 19 feet (5.80 metres) instead of 25 feet (7.62 metres);

    B. gravel surfacing instead of asphalt, concrete, paving stones, or combination thereof;

    C. insufficient street edge landscaping;

    D. insufficient parking lot interior landscaping.

Subject to the following conditions:

1. That Variances 1.B., 1.C., and 1.D. shall expire five (5) years from the date of this order.

2. That, upon complaint to the City, the gravel parking area shall be sprayed with dust inhibitor, to the satisfaction of the Director of Planning, Property, and Development.

3. That, if any Variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

File:	DAV 174386/2026D
Applicant:	MRA Planning and Development (Michelle Richard)
Premises Affected:	Catalyst Park – Lands bounded by Summit Road to the north, Summit Road to the east, Centreport Canada Way to the west, and Four Mile Rd to the south
Legal Description:	LOT 1 PLAN 59355 100/103 ST C OTM, hereinafter called "the land"
Property Zoned:	"A" (Agricultural) Proposed "A PDO-1 Airport Vicinity Protection Area" (Agricultural Planned Development Overlay-1 Airport Vicinity Protection Area) and "M2 PDO-1 Airport Vicinity Protection Area" (Manufacturing General Planned Development Overlay-1 Airport Vicinity Protection Area)
Nature of Application:	To vary the proposed "A PDO-1 Airport Vicinity Protection Area" Development and Design Standards of Winnipeg Zoning By-law No. 200/2006 for the establishment of Block 1 Lot 9 to permit a lot area of 13 acres instead of 40 acres. To vary the proposed "M2 PDO-1 Airport Vicinity Protection Area" Development and Design Standards of Winnipeg Zoning By-law No. 200/2006 for the maintenance of parking area on proposed Block 3 Lot 3 to permit the following: 1. a front yard of 19 feet (5.80 metres) instead of 25 feet (7.62 metres); 2. gravel surfacing instead of asphalt, concrete, paving stones, or combination thereof; 3. insufficient street edge landscaping; 4. insufficient parking lot interior landscaping.
Exhibits Filed:	1. Application dated June 17, 2026 2. Notification of Public Hearing dated August 14, 2026 3. Manitoba Status of Titles 2861770/1, 3340520/1, and 3340518/1

Exhibits Filed (continued):

4. Letter of authorization dated May 11, 2026 from Wescan (Alberta) Holdings Ltd./Catalyst Park Inc. (Susan L. Deleau) to MRA Planning and Development
5. Letter of authorization dated May 26, 2026 from Wescan (Alberta) Holdings Ltd./Catalyst Park Inc. (Susan L. Deleau) to Michelle Richard
6. Surveyor's Building Location Certificate and sketch dated January 6, 2026
7. Confirmation from the Zoning and Permits Administrator that the subject property may be posted in substitution for newspaper advertising
8. Schedule A – Title Plot dated June 3, 2026
9. Schedule B – Subdivision Plan (Phase One) dated June 3, 2026
10. Schedule C – Rezoning Plan dated June 3, 2026
11. Plans, Sheets 1 to 3 inclusive. for File DAV 174386/2026D dated June 17, 2026
12. Report from the Urban Planning Division dated August 27, 2026
13. Inspection Report

The Winnipeg Public Service to advise that all statutory requirements with respect to this application have been complied with.

Moved by Councillor

That the report of the Winnipeg Public Service be taken as read.

Moved by Councillor

That the receipt of public representations be concluded.

Moved by Councillor

That in accordance with Subsection 247(3) of The City of Winnipeg Charter, the Variance,

(a) ☐ is consistent ☐ is not consistent
with Plan Winnipeg, and any applicable secondary plan;

(b) ☐ does not create ☐ does create
a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, including an area separated from the property by a street or waterway;

(c) ☐ is ☐ is not
the minimum modification of a zoning by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and

(d) ☐ is ☐ is not
compatible with the area in which the property to be affected is situated.

Supporting Reasons:

Moved by Councillor

That the recommendation of the Winnipeg Public Service be concurred in / not be concurred in and the Variance be approved / rejected.

Moved by Councillor

That the public hearing with respect to this application be concluded.

Exhibit “12” referred to in File DAV 174386/2026D

ADMINISTRATIVE REPORT

Title: DAV 26-174386/D – 2355 Summit Road (Catalyst Park)

Issue: For consideration at the public hearing of a Variance associated with the maintenance of a parking area

Critical Path: Assiniboia Community Committee

AUTHORIZATION

Author	Department Head	CFO	CAO
R. Galston, MCP	n/a	n/a	

RECOMMENDATIONS

The Urban Planning and Design Division recommends **approval** of the application as follows:

1. To vary the proposed "A PDO-1 Airport Vicinity Protection Area" Development and Design Standards of Winnipeg Zoning By-law No. 200/2006 for the establishment of Block 1 Lot 9 to permit a lot area of 13 acres instead of 40 acres.
2. To vary the proposed "M2 PDO-1 Airport Vicinity Protection Area" Development and Design Standards of Winnipeg Zoning By-law No. 200/2006 for the maintenance of a parking area on proposed Block 3 Lot 3 to permit the following:
    A. a front yard of 19 feet (5.80 metres) instead of 25 feet (7.62 metres);
    B. gravel surfacing instead of asphalt, concrete, paving stones, or combination thereof;
    C. insufficient street edge landscaping;
    D. insufficient parking lot interior landscaping.

Subject to the following condition(s):

1. That Variances 1.B., 1.C., and 1.D. shall expire five (5) years from the date of this order.
2. That, upon complaint to the City, the gravel parking area shall be sprayed with dust inhibitor, to the satisfaction of the Director of Planning, Property, and Development.
3. That, if any Variance granted by this order is not established within two (2) years of the date hereof, this order, in respect of that Variance shall terminate.

REASON FOR THE REPORT

- The applicant is proposing to subdivide land which contains an existing use and requires Variances from the requirements of the *Winnipeg Zoning By-Law*.
- This report provides information regarding the subject application's compliance with *The City of Winnipeg Charter*, section 249.

FILE/APPLICANT DETAILS

FILE:	**DAV 26-174386/D**
RELATED FILES:	DASZ 6/2026, SPA 7/2026, DAC 3/2026
COMMUNITY:	Assiniboia Committee
NEIGHBOURHOOD #:	2.222 (Saskatchewan North)
SUBJECT:	To vary the proposed "A PDO-1 Airport Vicinity Protection Area" Development and Design Standards of Winnipeg Zoning By-law No. 200/2006 for the establishment of Block 1 Lot 9 to permit a lot area of 13 acres instead of 40 acres. To vary the proposed "M2 PDO-1 Airport Vicinity Protection Area" Development and Design Standards of Winnipeg Zoning By-law No. 200/2006 for the maintenance of parking area on proposed Block 3 Lot 3 to permit the following: 1) a front yard of 19 feet (5.80 metres) instead of 25 feet (7.62 metres); 2) gravel surfacing instead of asphalt, concrete, paving stones, or combination thereof; 3) insufficient street edge landscaping; 4) insufficient parking lot interior landscaping.
LOCATION:	2355 Summit Road
LEGAL DESCRIPTION:	LOT 1 PLAN 59355 100/103 ST C OTM
APPLICANT:	Michelle Richard (MRA Planning and Development) 236 Osborne Street, Unit A Winnipeg, MB R3L 2W2
OWNER:	Wescan (Alberta) Holdings, Ltd. 900 Lorimer Boulevard, Unit 120 Winnipeg, MB R3P 2V4

HISTORY

NA

DISCUSSION

CRITERIA FOR APPROVAL

Pursuant to Section 247(3) of *The City of Winnipeg Charter*, an application for a Variance with respect to a property may be approved if the Variance:

(a) is consistent with *Plan Winnipeg* and any applicable secondary plan;

(b) does not create a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, including an area separated from the property by a street or waterway;

(c) is the minimum modification of a zoning-by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and

(d) is compatible with the area in which the property to be affected is situated.

SITE DESCRIPTION

- The subject property is approximately 700 acres in area, fronting along Centreport Canada Way to the South and East, and bounded by Summit Road to the West and Four Mile Road/Selkirk Avenue to the North (see Figure 1 – Aerial Photo of Subject Site and Surrounding Areas).
- The site, zoned Agricultural (A) under Winnipeg Zoning By-law 200/2006, is principally undeveloped agricultural land, but contains a single tenant (Bison Transport) occupying approximately 43.46 acres under temporary use approval (until 2029) for a surface parking use.
- Truro Creek, an intermittent stream running east-west through the upper third of Catalyst Park, plays a key role in the area's natural drainage system.
- A two-lane, paved service road (Summit Road) is located off of Centreport Canada way at the intersection of Sturgeon Road and provides direct access to Bison Transport, Optimist Park and Summit Road Landfill.
- The site is located within an area designated as "Employment Lands" in OurWinnipeg 2045 (OW2045) and "Employment greenfield" the Complete Communities Direction Strategy 2.0 (CCDS 2.0).
- The site is located within the Airport Area West Industrial (AAWI) Secondary Plan (By-law 100/2020) planning area.

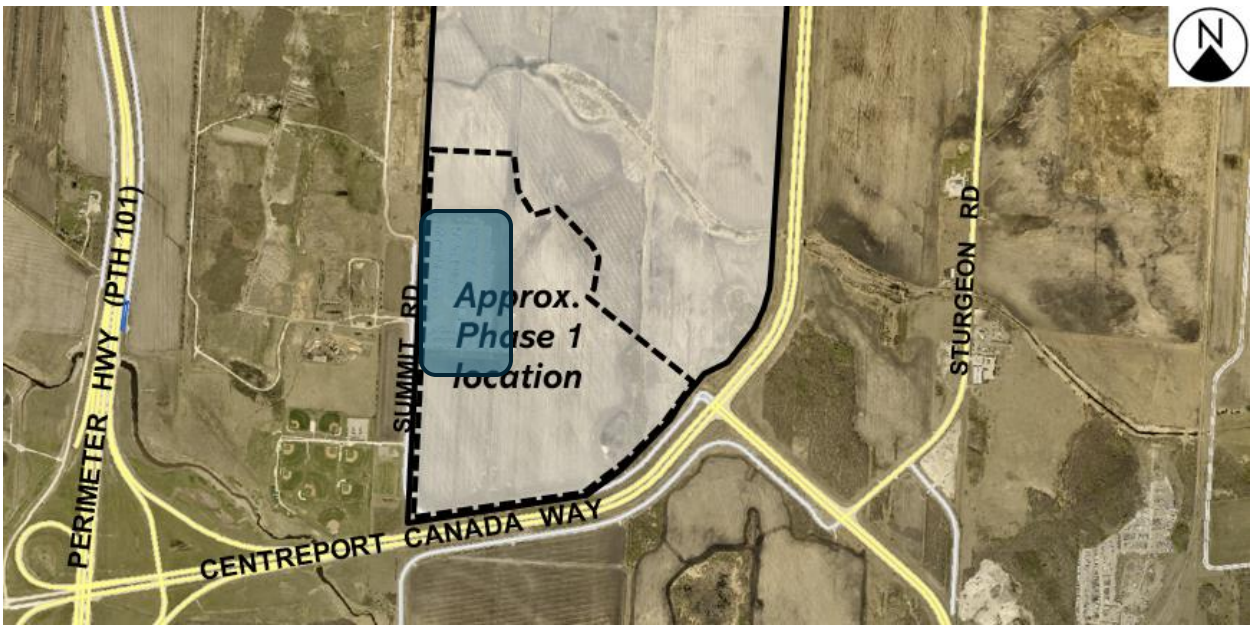


Figure 1: Aerial photo of subject site and surrounding area *(flown 2024)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

North: The RM of Rosser Inland Port Special Planning Area (IPSPA) to the north. Lands directly adjacent to the subject site are primarily zoned “Industrial Heavy’ (I3), with some “Industrial General” (I2) and “Inland Port Rural” (IPR) zoned lands, as per IPSPA Regulation 48/2016. These lands are primarily intended for manufacturing and distribution activity, including multi-modal, inter-modal and specialized shipping facilities.

South: The *Airport Area West Residential Secondary Plan* planning area to the south. This area is currently zoned “Agricultural” in Winnipeg Zoning By-law 200/2006 and is primarily undeveloped.

East: Vacant agricultural land identified as “Service Oriented Industrial area” in the AAWI secondary plan. It is zoned “Agricultural” in Winnipeg Zoning By-law 200/2006.

West: Optimist Park, undeveloped agricultural lands, and Summit Road landfill (closed but currently operating as a waste management facility for biosolids, tree waste and street sweepings), all of which are zoned “Agricultural” in Winnipeg Zoning by-law 200/2006.



Figure 2: Zoning of the site and surrounding area.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is also proposing a subdivision and rezoning application (DASZ 6/2026) to create blocks, public reserve, and public rights-of-way and to rezone the site to zoning districts enabling this development using a Planned Development Overlay (PDO).

- The permitted uses and related use-specific standards of the proposed PDO are discussed below, in the "Rezoning and Catalyst Park Planned Development Overlay (PDO)" section of this report.

- The proposed phase one of the proposed development (approximately 261 acres) includes:

  - **Area 1: Central Campus** – Two lots (14 acres) zoned Manufacturing Mixed-use (MMU) with limited ancillary commercial sales and service uses.

  - **Area 2: Distribution and Manufacturing Campus** – Five lots (62 acres) zoned Manufacturing General (M2).

  - **Area 3: Expressway Commerce** – Two lots (15 acres) zoned MMU with limited ancillary commercial sales and uses.

  - **Area 4: Public Reserve** – 14 acres zoned Parks and Recreation (PR1) to accommodate stormwater retention ponds.

  - **Area 5: Distribution and Manufacturing Campus – Defined** – Three lots (76 acres) zoned M2 with limited non-industrial uses.

- **Area 6: Expressway Commerce Node** – Six lots (40 acres) zoned MMU to accommodate employee-supportive commercial sales and service uses.

- A single point of access from Centre Port Canada Way at Sturgeon Road, extending northwards. This is to be a 4-lane, divided, industrial collector with a second industrial collector branching off westward and connecting to the existing Summit Road.
- Closing the existing Summit service road running adjacent to CentrePort Canada Way at the south end of the site. Summit Landfill, Optimist Park and existing private lots will be accessed by Summit Road via a connection to the new east-west industrial collector.
- No building plans have been submitted with this application.

Associated Secondary Plan Amendment (SPA), Subdivision and Rezoning (DASZ), and Closing (DAC) Applications

- A Secondary Plan Amendment is proposed under (SPA 7/2026).
- A Subdivision and Rezoning application (DASZ 6/2026) is also proposed to subdivide the subject site, rezone the land, and implement a Planned Development Overlay (PDO).
- A road closure application (DAC 3-2026) has been submitted for the closure of the Summit Road service road.
- Please refer to the Administrative Reports for these files for further information.

ANALYSIS AND ISSUES

OURWINNIPEG AND COMPLETE COMMUNITIES DIRECTION STRATEGY

- *OurWinnipeg 2045* is the City's long-range development plan. Per *OurWinnipeg 2045*, the subject site is identified as a Major Redevelopment Site.
- *6.26 Major Redevelopment Sites*
    - *Designate Major Redevelopment Sites within the Urban Structure for land uses that provide a transformative, sustainable, well-designed and pedestrian-oriented urban environment, through a comprehensive and collaborative secondary planning process.*

COMPLETE COMMUNITIES DIRECTION STRATEGY 2.0

- The Complete Communities Direction Strategy 2.0 (CCDS 2.0) supports OurWinnipeg 2045 and has statutory authority as a secondary plan. The strategy guides land use and development in Winnipeg.
- As per CCDS 2.0 policy H1.2.1, proposed development applications must be assessed against the goals and policies of CCDS 2.0 to ensure that proposals are aligned. The following policies are most applicable to the subject application:

E.1. Employment Lands policies

Goal 1

E1.0 Guide development in Employment Lands using the following designations.

Policies

General Industrial

E1.1.1 Ensure that General Industrial Areas:

(a) Provide for light and medium industrial development;

(b) Provide for limited employment-supportive commercial uses to serve the needs of employees within the employment area. These areas should be subordinate to the larger intent of General Industrial areas;

(c) Provide for quasi-industrial uses that are more commercial in nature but may not fit well within other commercial designations due to their needs for large sites. These uses include, but may not be limited to: purpose-built commercial recreation enterprises, places of assembly, car dealerships, and self-storage facilities; and

(d) Provide for limited Small Office uses.

Business Park

E1.1.3 Ensure that Business Park areas:

(a) Provide for office development that is directly related to a land-intensive industrial function that may be difficult to accommodate in more urban environments;

(b) Provide for light industrial development;

(c) Provide for quasi-industrial uses that are more commercial in nature but may not fit well within other commercial designations due to their needs for large sites. These uses include, but may not be limited to: purpose-built commercial recreation enterprises, places of assembly, car dealerships, and self-storage facilities;

(d) Provide for limited employment supportive uses to serve the needs of employees within the employment area. These areas should be subordinate to the larger intent of Business Park areas.

Goal 4

E1.4.0 Protect existing and future Employment Lands.

Policies

E1.4.1 Provide a stable operating environment for businesses by preventing the intrusion of incompatible uses and by maintaining the affordability and attractiveness of Employment Lands for planned uses.

E1.4.10 Generally discourage heavy industrial uses in General Industrial areas, but consider these uses if compatible with surrounding land uses.

E1.4.12 Permit retail and service uses in General Industrial, Core Industrial, and Business Park areas, but require that these uses be clearly ancillary to the intent of the area designation and not be of a size or nature that will primarily draw clientele from beyond the local employment area.

E1.4.12.1 Encourage the clustering of these supportive retail and service uses within commercial amenity areas preferably located at the intersection of collector or arterial roads or at a major entrance to the employment area

E1.4.12.2 Assess requests for additional commercial entitlements based on whether the proposal is ancillary to the primary intent of the employment area

E1.4.12.3 Consider both the size of individual developments as well as the cumulative impacts of multiple developments in assessing of the employment area

E1.4.13 Direct commercial, retail and service uses beyond a scale ancillary to the intent of the Employment Land area designation to appropriately designated areas.

E1.4.14 Manage quasi-industrial uses to mitigate land use incompatibility and to protect the City's supply of Employment Lands and industrial floor space for core industrial purposes, while also accommodating uses that have large land requirements and are not easily accommodated elsewhere.

E1.4.16 Permit quasi-industrial uses in General Industrial and Business Park areas where it can be demonstrated that such uses cannot be accommodated elsewhere in the Urban Structure.

E1.4.16.1 Where appropriate, encourage the siting of quasi-industrial uses along arterial roads and where they can be used as buffers between traditional industrial and more sensitive land uses.

E1.4.17 Quasi-industrial uses in General Industrial, Core Industrial, and Business Park areas may be permitted where they are not purpose-built and can be accommodated as tenants in industrial buildings as long as they do not preclude the buildings potential future use for planned industrial activities.

Goal 5

E1.5.0 Buffer and protect Employment Lands from encroachment by other incompatible uses.

Policies

E1.5.1 Buffer and protect Employment Lands from encroachment by other incompatible land uses.

E1.5.2 Encourage light industrial uses, quasi-industrial uses, and subordinate commercial uses to act as buffers in Employment Lands that are close to existing and planned residential areas, as long as the scale and type of these uses is consistent with the planned function of the area.

AIRPORT AREA WEST INDUSTRIAL AREA SECONDARY PLAN

- The proposed development falls within the planning area of the Airport Area West Industrial Secondary (AAWI), adopted by Council in June 2021.
- The overall objectives and policies of the AAWI are intended to ensure that the primary industrial function of the planning area is maintained by limiting the encroachment of uses that could negatively impact this function. Commercial and other non-industrial development is accommodated as ancillary, employment-supportive uses that are primarily directed to Commercial Nodes. Residential uses are prohibited.
- The subject site on Summit Road is located in the Un-Serviced Development Overlay of the AAWI. Policies for this overlay are as follows:

4.3.3.3 Policies

1) Only appropriate Industrial uses and Private Motor Vehicle-Related uses, as identified in the City of Winnipeg Zoning By-law, that can function without a full range of municipal services may establish in the Un-Serviced Development Overlay in accordance with the following:

a. Private Motor Vehicle Related uses shall not be permitted, with the exception of Surface Parking, and Towing and Storage Facilities.

b. Industrial uses shall not be permitted, with the exception of Auction Yard, Landscape/Garden Contractor or Production, Heavy Equipment Sales, Service, and Rental, Freight or Truck Yard, and Outside Storage

2)The proponent must demonstrate that the development meets the intent of the Overlay policy area and is supportable by the Director of Water and Waste, the Winnipeg Fire and Paramedics Service and Public Works. Considerations for support may include, but are not limited to, use, operation and intensity, separation distance between structures, storage of hazardous materials, etc.

3) Roadways will be designed and/or improved to support proposed uses to the satisfaction of the Director of Public Works.

4) Proposals for Transportation, Utility and Communications uses shall be evaluated on a case-by-case basis.

5) Any application to establish an acceptable use without municipal water and wastewater sewer must meet all Provincial standards for on-site wastewater treatment and must provide potable water by either well or cistern provision of fresh water to the satisfaction of the City of Winnipeg Director of Water and Waste. Within the Landfill Control Area, as shown on Figure 5, potable water must not be provided by well.

6) Any application for development may be required to provide engineering studies analyses as outlined in Section 7 of this Plan.

7) If municipal services are installed within the frontage of a development that has been established without a full range of municipal services, the site may be required to connect to said services and may be required to pay any associated area charges, local improvement levies, trunk service rates or similar.

8) A concept plan may be required at the discretion of the Director of Planning, Property and Development to demonstrate compatibility and future development potential of the Planning Area. Concept plans may indicate access, phasing and infrastructure, connections, etc.

9) Land uses and development within close proximity of the landfill site shall be compatible with the Summit Road Landfill Site.

10) Parks to support larger sport or outdoor recreation facilities may be considered.

- The applicant proposes a number of amendments to the AAWI, including to the Un-Serviced Development Overlay. Please refer to the associated Administrative Report for file no. SPA 7/2026 for further information and discussion related to these amendments.

CITY OF WINNIPEG ZONING BY-LAW 200/2006

- Per the dimensional and design requirements of the Winnipeg Zoning By-law, the following standards apply:

- Lots in the “A” Agricultural zoning district must have a minimum lot size of 40 aces. The applicant proposes to create an “A” Agricultural lot that is 13 acres.
- Lots in the “M2” General Manufacturing zoning district must have minimum front yard setbacks of 25 feet. The applicant is proposing a front yard setback of 19 feet.
- All accessory parking areas and drive aisles in the “M2” General Manufacturing zoning district must have paved surfacing. The applicant proposes to maintain existing gravel surfacing.
- Lots in the “M2” zoning district must have a minimum amount of street edge landscaping and parking lot interior landscaping. The applicant proposes to maintain an existing use with no street edge or parking lot interior landscaping.

As such, Variances are required.

ANALYSIS OF VARIANCES

Agricultural Lot Size

- Applies to land at the intersection of Centreport Canada Way and Sturgeon Access, which is to be held for future intersection improvements. This proposed lot is required by the Province of Manitoba and the City of Winnipeg.
- Given this, the Urban Planning and Design Division recommends approval of establishing an Agricultural zoned lot of 13 acres instead of the required 40 acres.

Front Yard Setback

- The existing parking area fence on the east side of the subject site will be 19 feet from the proposed new street under File no. DASZ 6/2026. Given this future street access, the east side of the site is considered the front yard.
- The proposed front yard setback of 19 feet instead of the required 25 feet is supported because this use was previously established in its current configuration, prior to the new public streets proposed under associated File no. DASZ 6/2026. This reduced setback will provide sufficient space to provide future street edge landscaping along the future public street to the east of the site.

Gravel Surfacing

- The Urban Planning and Design Division generally does not support the establishment or maintenance of gravel parking areas within the City (except on single family residential lots or in Rural and Agricultural policy areas). This typical lack of support is for several reasons, which include the following:
    - In dry conditions, sand and dust is picked up by the wind create a nuisance to pedestrians and surrounding properties;
    - In wet conditions, gravel is tracked onto adjacent streets and sidewalks, increasing the need for street cleaning;
- Given the future development of an industrial park proposed under associated File no. DASZ 6/2026, it is expected that the subject site and surrounding area will transition toward an industrial park with a high standard of design, as guided by future design guidelines to be approved by the Assiniboia Community Committee.

- The Urban Planning and Design Division recommends a condition of approval limiting the duration of the gravel surfacing to a period of five (5) years. This will allow the subject site to maintain its existing gravel surfacing while evolving in the near future to reflect the surrounding industrial park context.
- A further condition of approval would ensure that, if complaints about excessive dust caused by the gravel surfacing are received by the City of Winnipeg, the owner will be required to lay down dust inhibitor on the gravel surface.

Insufficient Landscaping

- The Urban Planning and Design Division supports the Variance for insufficient street edge landscaping and parking lot interior landscaping, given this is an existing use that is currently surrounded by vacant land and a landfill site.
- Given that the subject site and surrounding area are being rezoned under associated File no. DASZ 6/2026, in order for the area to transition toward industrial park development, a recommended condition is that the Variances for insufficient landscaping expire after five (5) years. This will mean that, within the next five (5) years the applicant must provide the landscaping required by the Winnipeg Zoning By-law.
- With future landscaping, the subject site can be compatible with the overall vision for Catalyst Park as an industrial park with suitable setbacks for landscaping.
- Alternatively, they may apply for a new Variance to allow insufficient landscaping at the end of that five (5) year period.

REASONS FOR THE RECOMMENDATIONS

In the context of Section 247(3), the Urban Planning and Design Division recommends **approval** of the application for the following reasons:

(a) is consistent with *Plan Winnipeg* and any applicable secondary plan;

In that, *policies in* Complete Communities 2.0 *and the* Airport Area West Industrial Secondary Plan *support this use at this location.*

(b) does not create a substantial adverse effect on the amenities, use, safety and convenience of the adjoining property and adjacent area, including an area separated from the property by a street or waterway;

In that, *the use has existed on this site for approximately five years.*

(c) is the minimum modification of a zoning-by-law required to relieve the injurious effect of the zoning by-law on the applicant's property; and

In that, *the Variances will allow the applicant to maintain an existing use while transitioning toward being part of an industrial park development.*

(d) is compatible with the area in which the property to be affected is situated.

In that, *the surrounding area is characterized by vacant and solid waste uses.*

CONSULTATION

In preparing this report there was internal consultation with: N/A

OURWINNIPEG 2045 POLICY ALIGNMENT

The proposed development aligns with *OurWinnipeg 2045* through the following directions and policies:

- **3.1 Strategic Enterprise Supports**
    - *Provide a predictable and supportive regulatory framework to facilitate growth of existing and new enterprises that demonstrate a commitment to innovation, local employment, workforce diversity, and community reinvestment.*
- **3.5 Strategic Enterprise Supports**
    - *Invest in employment lands servicing based on an analysis of municipal and regional supply, municipal return on investment, and future land requirements in industry sectors that are integral to achieving sustainable, local economic growth.*
- **6.31 Employment Lands**
    - *Designate Employment Lands within the Urban Structure, to accommodate forecasted job growth and advance economic development in both the City and region, while mitigating incompatible land use conflicts, to provide a stable operating environment for businesses, and to promote community health and safety.*

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

One of the Vision Statement's in the Climate Action Plan is that:

> *Winnipeg facilitates compact development and healthy neighbourhoods that are connected through a network of active and transit-oriented mobility options. This means that the City strategically integrates climate action within both land use and transportation decision-making.*

Strategic Opportunity #4 *Facilitate Compact, Complete Development and Increase Density*

> *4.1 Increase Strategic Infill Development that Provides Access to and Capitalizes on Existing and Planned Corridors with Frequent Transit Service*
>
> *4.3 Pursue Transit-Oriented Development*

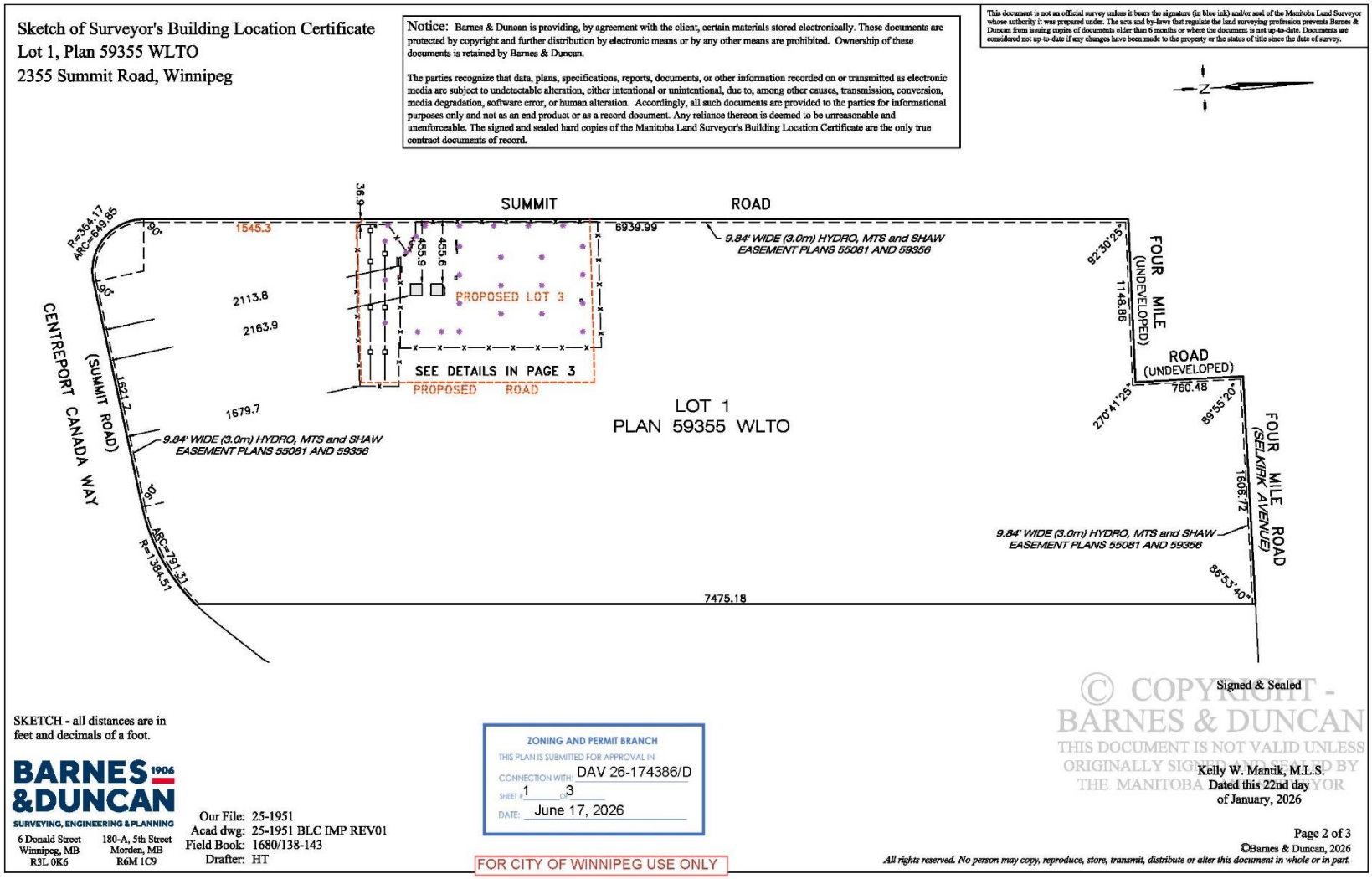
WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given to whether this report connects to any of the specific Goals and Objectives in the *PRS* and it was determined the *PRS* is not applicable to this specific report.

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning and Design
Prepared by:	Robert Galston, MCP
Date:	Monday, August 27, 2026

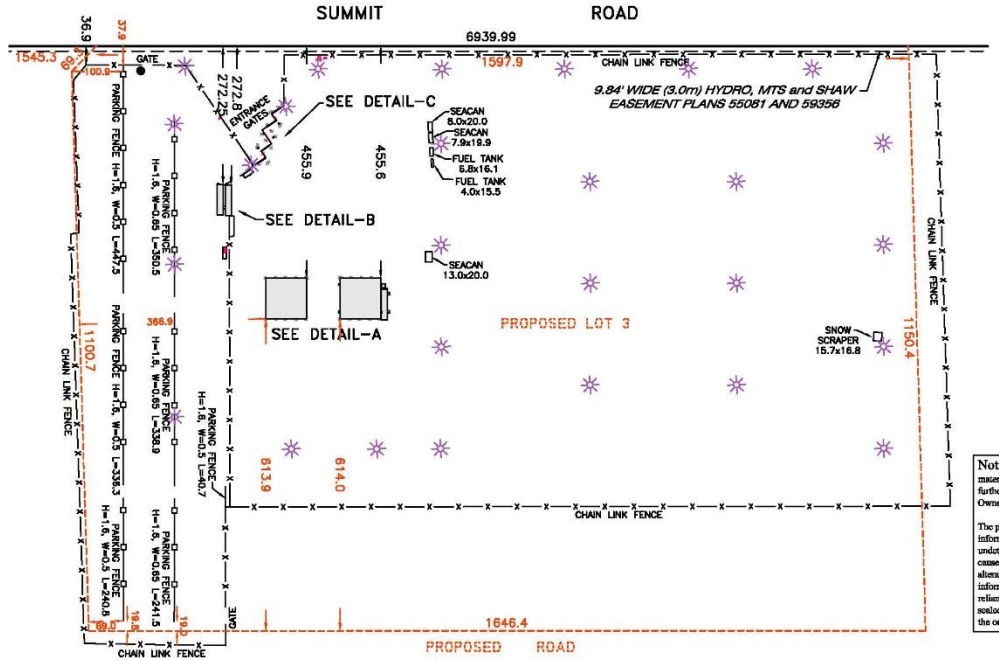
Exhibit “11” referred to in File DAV 174386/2026D

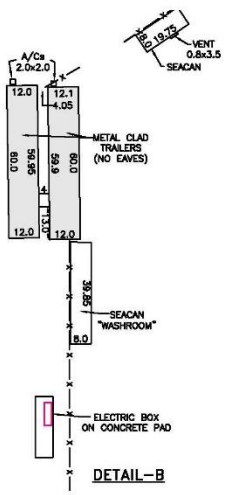


Sketch of Surveyor's Building Location Certificate
Lot 1, Plan 59355 WLTO
2355 Summit Road, Winnipeg

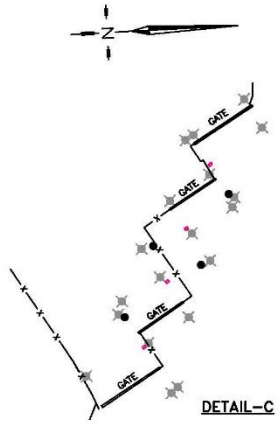
This document is not an official survey unless it bears the signature (in blue ink) and/or seal of the Manitoba Land Surveyor whose authority it was prepared under. The acts and by-laws that regulate the land surveying profession prevents Barnes & Duncan from issuing copies of documents older than 6 months or where the document is not up-to-date. Documents are considered not up-to-date if any changes have been made to the property or the status of title since the date of survey.

ZONING AND PERMIT BRANCH
THIS PLAN IS SUBMITTED FOR APPROVAL IN CONNECTION WITH: DAV 26-174386/D
SHEET # 2 OF 3
DATE: June 17, 2026





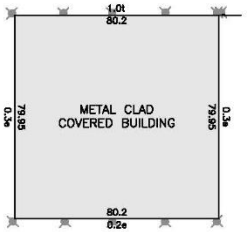
DETAIL-B

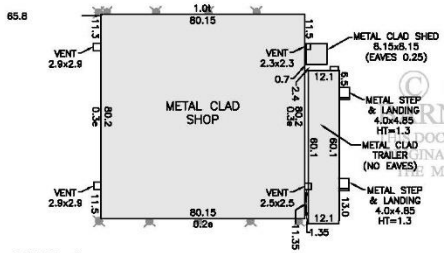


DETAIL-C

- ORNAMENTAL LIGHT
- GUARD POST
- SPEAKER BOX
- ELECTRIC BOX

SKETCH - all distances are in feet and decimals of a foot.





DETAIL-A

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Signed & Sealed
Kelly W. Mantik, M.L.S.
Dated this 22nd day of January, 2026

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Our File: 25-1951
Acad dwg: 25-1951 BLC IMP REV01
Field Book: 1680/138-143
Drafter: HT

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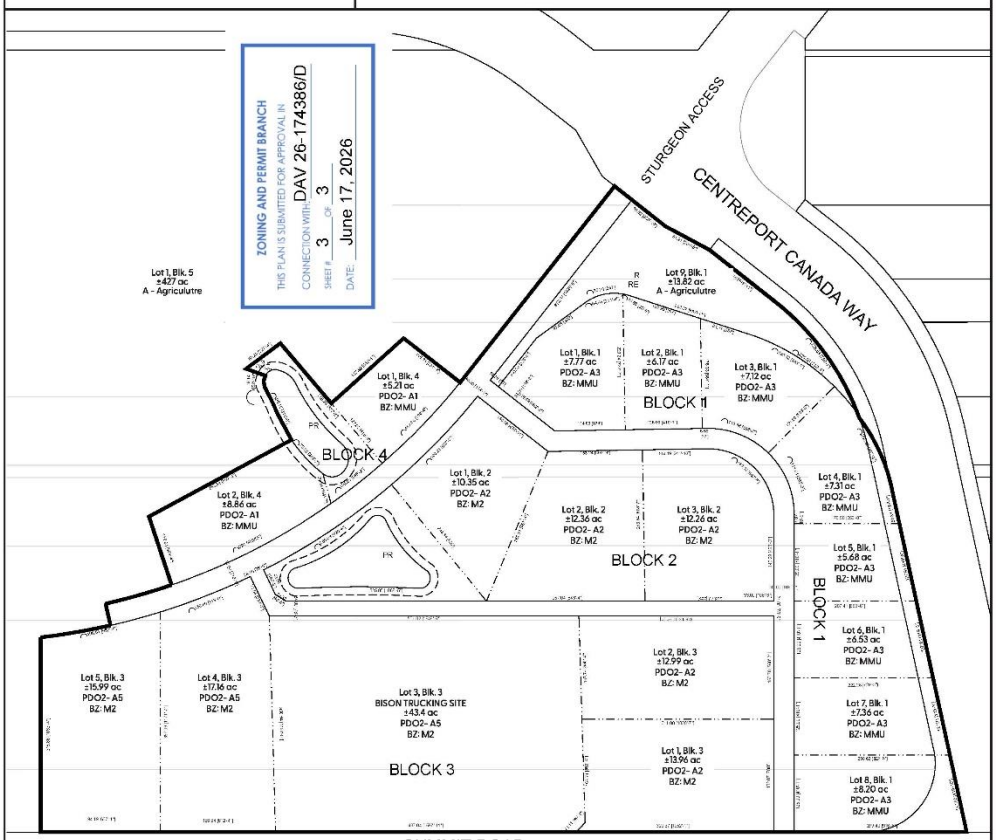
Schedule B
Subdivision Plan (Phase One)

Saskatchewan North

File No. XXXX-XX

Explanation
Illustrates the initial development area within Catalyst Park, encompassing approximately 261.00 acres of the 688-acre site. It conceptually outlines the subdivision framework, including 18 new developable lots, associated public rights-of-way and PR spaces. All layouts and boundaries are preliminary and subject to refinement through the formal approval process.



SITE AREA INCLUDING:
SITE AREA (INCL SUMMIT ACCESS) ±261.00 ac
RESIDUAL LANDS ±13.82 ac
DEVELOPABLE LAND ±247.18 ac
LOTS ±165.28 ac 66.9%
BISON TRUCKING ±43.44 ac 17.6%

RIGHT OF WAY ±24.05 ac 9.7%
POND ±6.15 ac 2.5%
IMPOUNDMENT (25% OF POND) ±1.54 ac 0.6%
PR ±6.72 ac 2.7%

N
Scale: Metres
Date: 06/03/2026

MRA planning + development