Agenda – Assiniboia Community Committee – September 4, 2026

PUBLIC HEARINGS

Item No. 6 Subdivision and Rezoning – Sturgeon Business Park - Phase 1 (St. James Ward)
File DASZ 7/2026 [c/r DAV 175922/2026D]

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That the subdivision proposed under Development Application No. DASZ 7/2026 be approved for preparation as a plan of subdivision (the "Plan") by a Manitoba Land Surveyor for registration in the Winnipeg Land Titles Office in accordance with the proposed by-law attached as Appendix "A" to this report and as shown on the map dated August 27, 2026 and attached as Schedule "B" to this report, with such minor changes as may be required, subject to the following:

    A. That the "Plan" be amended in accordance with Section II of the report of the Administrative Coordinating Group dated August 26, 2026 and attached as Appendix "B" to this Report;

    B. That the developer be required to enter into a Development Agreement with the City pursuant to subsection 259(1) of The City of Winnipeg Charter in accordance with the report of the Administrative Coordinating Group, dated August 26, 2026 and attached as Appendix "B' to this report.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an "M2 PDO-1 AIRPORT VICINITY" Manufacturing General District, "PR1 PDO-1 AIRPORT VICINITY" Parks and Recreation (Neighbourhood) District, and "A PDO-1 AIRPORT VICINITY" Agricultural District in accordance with the proposed by-law attached as Appendix 'A' to this report and as shown on the map dated August 27, 2026 and attached as Schedule "B" to this report, subject to the following conditions:

    A. That the developer enter into a Zoning Agreement with the City pursuant to subsection 240(1) of The City of Winnipeg Charter in accordance with the following:

        i. For those portions of the Owner's Land zoned "M2 PDO-1 AIRPORT VICINITY" Manufacturing General District, the Owner must submit plans showing the location and design of any and all proposed:

            a. buildings;
            b. accessory parking areas;
            c. private approaches;
            d. garbage enclosures;

WINNIPEG PUBLIC SERVICE RECOMMENDATION (continued):

e. fencing;
f. landscaping; and
g. free-standing signage

on the Owner's Land ("Works") to the City for approval by the Director of Planning, Property and Development ("Director") prior to the issuance of any building or development permit and thereafter must construct the Works in substantial conformance with the approved plans and maintain the Works to the satisfaction of the Director.

ii. The owner shall maintain a minimum permeable surface area of soft landscaping, in accordance with engineering analysis of the land drainage system capacity, to the satisfaction of the Director of Water and Waste

3. That the City enter into, execute and deliver with the Developer

A. a Development Agreement in accordance with recommendation 1; and

B. a Zoning Agreement in accordance with recommendation 2,

and such other agreements as determined necessary by the City Solicitor/Director of Legal Services to implement the intent of the foregoing (the "Ancillary Agreements").

4. That authority be delegated to the Director of Planning, Property and Development (the "Director") to negotiate and approve the terms and conditions of the Development Agreement, the Zoning Agreement and any Ancillary Agreements in accordance with this report and such other terms and conditions determined necessary by the City Solicitor/Director of Legal Services to protect the interests of the City.

5. That, in lieu of the dedication of land, the developer shall provide a cash payment representing ten percent (10%) of the Planned Area value of Development Application No. DASZ 7/2026 (the "Dedication Fee"), as determined by the Director of Planning, Property and Development.

6. That five percent (5%) of all funds received from development as cash-in-lieu of land dedication to be directed, from the Assiniboia Community's portion, to the St. James Ward Land Dedication Reserve (LDR) Fund to support the acquisition and protection of natural habitat and forest within the Airport Area West Planning Area. Should acquisition not be possible, the funds shall remain in the St. James Ward LDR Fund for parkland development within Airport Area West Planning Area.

WINNIPEG PUBLIC SERVICE RECOMMENDATION (continued):

7. That an "Airport Area West Industrial Secondary Plan Transportation Area Charge" be established for all lands identified for future development under the Airport Area West Industrial Secondary Plan By-law No. 100/2020 that are located east of Centreport Canada Way, and that this levy is to fund transportation infrastructure as described in Appendix D to this report.

8. That upon instruction from the Director of Planning, Property and Development, the Director of Legal Services/City Solicitor prepare a by-law in accordance with recommendations 1 and 2 (the "By-law") and bring same directly to Council by way of communication for first reading.

9. That upon instruction from the Director of Planning, Property and Development that the Developer has submitted the Plan in accordance with recommendation 1 and has paid the Dedication Fee and all other associated ancillary fees (the "Fees"), and subject to s. 236.1 of The City of Winnipeg Charter, the Director of Legal Services/City Solicitor be directed to return the By-law directly to Council by way of communication for second and third reading.

10. That Development Application No. DASZ 7/2026 will be deemed to be concluded and all approvals in connection with same will expire if the developer has not submitted the Plan and paid the Fees within 2 years following the date on which Council gives first reading to the By-law, unless the developer applies for an extension of time before the expiration of that 2 year period and Council approves the extension.

11. That the subdivision section of the By-law will come into force when the Development Agreement is fully executed and the Plan is registered in the Winnipeg Land Titles Office.

12. That the zoning section of the By-law will come into force when the Zoning Agreement is registered in the Winnipeg Land Titles Office by way of caveat against the lands described therein.

13. That the By-law will be repealed without coming into force 1 year following the date it is enacted if the Plan is not registered in accordance with recommendations 10 and 11, unless the developer applies for an extension of time before the expiration of that 1 year period and Council approves the extension.

WINNIPEG PUBLIC SERVICE RECOMMENDATION (continued):

14. That Development Application No. DASZ 7/2026 will be deemed to be concluded and all approvals in connection with same will expire if the developer fails to secure all necessary Plan approval signatures on behalf of the City within 1 year following the date on which the By-law is enacted, unless the developer applies for an extension of time before the expiration of that 1 year period and Council approves the extension.

15. That the variance order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 7/2026.

16. That all outstanding taxes, including local improvement taxes be paid pursuant to subsection 259(1) of The City of Winnipeg Charter.

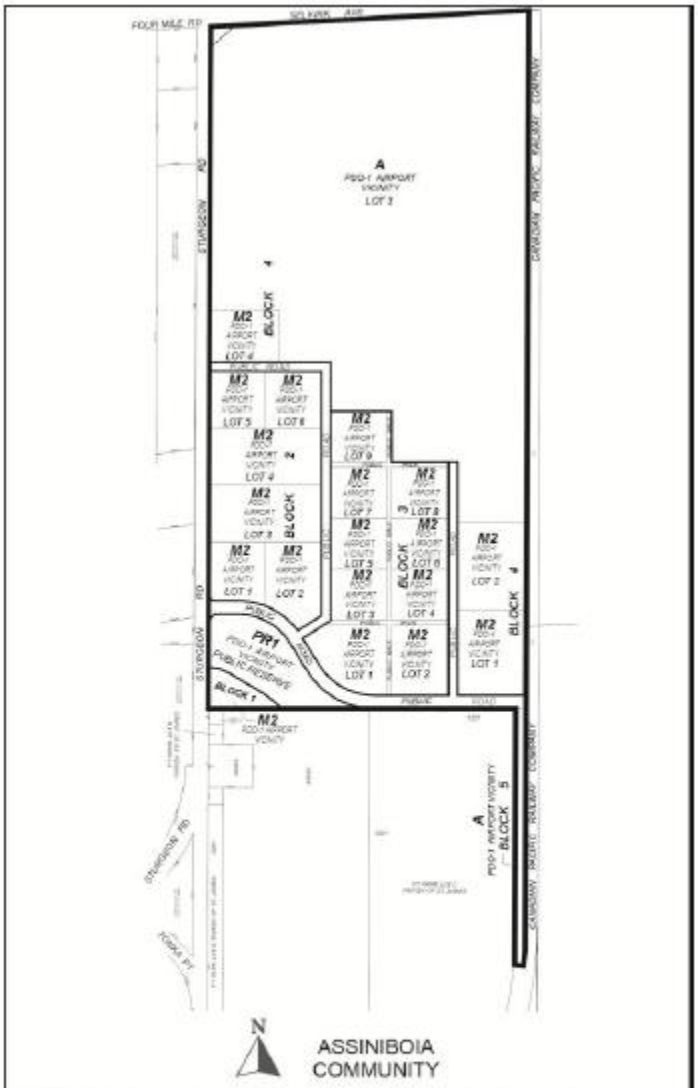
17. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Agenda – Assiniboia Community Committee – September 4, 2026

File: DASZ 7/2026

Applicant: MRA Planning and Development Ltd. (Michelle Richards)

Subject:



APPLICANT : MRA Planning and Development c/o Michelle Richard
FILE : DASZ 7/2026
PROPOSAL : An application for the approval of the plan of subdivision shown outlined above as may be determined by Council and for a proposed zoning change to By-law No. 200/2006 by rezoning the land shown outlined above from "A PDO-1 AIRPORT VICINITY" AGRICULTURAL DISTRICT to the following zoning districts: "M2 PDO-1 AIRPORT VICINITY" MANUFACTURING GENERAL DISTRICT, "PR1 PDO-1 AIRPORT VICINITY" PARKS AND RECREATION 1 DISTRICT, AND "A PDO-1 AIRPORT VICINITY" AGRICULTURAL DISTRICT to facilitate the establishment of the lot and block plan, public right-of-ways and public reserve land for a future mixed use development as phase one of Sturgeon Business Park.

For in formation, phone Robert Galston, Planner at 204-986-8645.

Premises Affected: Sturgeon Business Park Phase 1 – Lands bounded by Sturgeon Road to the west, CP railway to the east, 2850 Saskatchewan Avenue and 2929 Sturgeon Road to the south, and Four Mile Road to the north

Exhibits Filed:

1. Application dated June 22, 2026
2. Notification of Public Hearing dated July 17, 2026
3. Manitoba Status of Titles 1909462/1, 2583007/1
4. Letter of authorization dated May 27, 2026 from Logan Farms Ltd. to MRA Planning and Development (Michelle Richard)
5. Letter of authorization dated May 27, 2026 from Sturgeon Business Park Limited Partnership to MRA Planning and Development (Michelle Richard)
6. Schedule C – Rezoning Plan dated June 1, 2026
7. Schedule E – Regional Context Map dated May 22, 2026
8. Plans of Subdivision
9. Plan (1 page)
10. Communication dated August 24, 2026, from Laurie Patricia Evans in support of the application
11. Communication dated August 26, 2026, from Jennifer Mullen-Berube in support of the application
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 the recommendation of the Winnipeg Public Service be concurred in / not be concurred in, and forwarded to the Standing Policy Committee on Property and Development / the Executive Policy Committee via the Priority Rezoning Process.

Supporting Reasons:

Moved by Councillor

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

Exhibit "12" referred to in File DASZ 7/2026

ADMINISTRATIVE REPORT

Title: DASZ 7/2026 – Lands bound by Four Mile Road, CP rail, and Sturgeon Road (Sturgeon Business Park)

Issue: For consideration at the Public Hearing of a subdivision and rezoning application to subdivide the subject site into 19 lots, five (5) blocks, two (2) public reserves, and rights-of-way and to rezone from the "A PDO-1 AIRPORT VICINITY" Agricultural District to a mix of "M2 PDO-1 AIRPORT VICINITY" Manufacturing General District, "PR1 PDO-1 AIRPORT VICINITY" Parks and Recreation (Neighbourhood) District, and "A PDO-1 AIRPORT VICINITY" Agricultural District to accommodate a future industrial park development as phase one of Sturgeon Business Park.

Critical Path: Assiniboia Community Committee → Standing Policy Committee on Property and Development, Heritage and Downtown Development → Executive Policy Committee → Council as per the Development Procedures By-law and *The City of Winnipeg Charter.*

AUTHORIZATION

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

RECOMMENDATIONS

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AIRPORT VICINITY" Agricultural District in accordance with the proposed by-law attached as Appendix 'A' to this report and as shown on the map dated August 27, 2026 and attached as Schedule "B" to this report, subject to the following conditions:

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not be possible, the funds shall remain in the St. James Ward LDR Fund for parkland development within Airport Area West Planning Area.

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REASON FOR THE REPORT

- Subdivision and Rezoning applications require a Public Hearing as per the *Development Procedures By-law* and *The City of Winnipeg Charter.*
- The Report is being submitted for the Committee's consideration of the development application at the Public Hearing.

IMPLICATIONS OF THE RECOMMENDATIONS

- If the recommendations of the Winnipeg Public Service are concurred in, the subject property may be subdivided and rezoned per Schedule "B" below.

CONSULTATION

In preparing this Report there was consultation with: N/A

OURWINNIPEG 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 as to whether this report connects to any of the specific Goals and Objectives in the *Poverty Reduction Strategy* (PRS) and it was determined that the PRS is not applicable to this specific report.

SUBMITTED BY

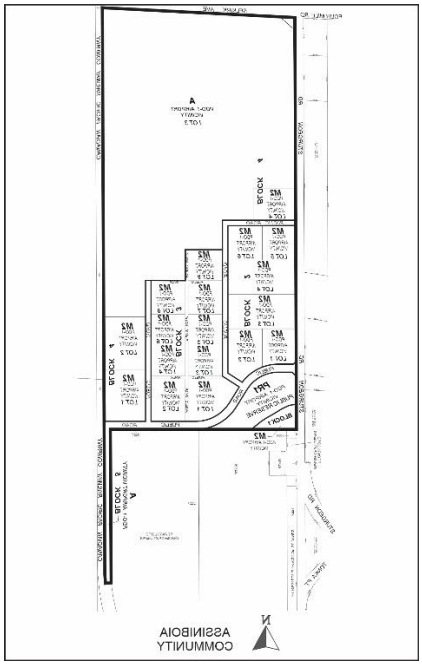
Department	Planning, Property and Development
Division	Urban Planning
Prepared by	R. Galston, MCP
Date:	August 27, 2026
File No.	DASZ 7/2026

List of Schedules and Attachments

Schedule “A”	Planning Discussion.
Appendix “A”	Proposed By-law
Appendix “B”	Report of the Administrative Coordinating Group, dated August 26, 2026, Re: Proposed Subdivision and Rezoning of land located at Sturgeon Business Park.
Appendix “C”	Report of the Administrative Coordinating Group, Active Transportation Map
Appendix “D”	Airport Area West Industrial Secondary Plan Transportation Charge
Schedule “B”	File DASZ 7/2026**,** Assiniboia Community Committee, dated August 27, 2026

SCHEDULE 'A'

FILE:	**DASZ 7/2026**
RELATED FILES:	DAV 26-175922/D
COMMUNITY:	Assiniboia Community
NEIGHBOURHOOD #:	2.222 (Saskatchewan North)
SUBJECT:	For consideration at the Public Hearing of a subdivision and rezoning application to subdivide the subject site into 19 lots, five (5) blocks, two (2) public reserves, and rights-of-way and to rezone from the "A PDO-1 AIRPORT VICINITY" Agricultural District to a mix of "M2 PDO-1 AIRPORT VICINITY" Manufacturing General District, "PR1 PDO-1 AIRPORT VICINITY" Parks and Recreation (Neighbourhood) District, and "A PDO-1 AIRPORT VICINITY" Agricultural District to accommodate a future industrial park development as phase one of Sturgeon Business Park.
LOCATION:	Lands bound by Four Mile Road, CP rail, and Sturgeon Road (Sturgeon Business Park)
LEGAL DESCRIPTION:	PARCELS 1 AND 2 PLAN 7054 WLTO EXCEPTING THEREOUT ALL MINES AND MINERALS IN OTM LOT 12 PARISH OF ST JAMES FIRSTLY: LOTS 1 TO 7, BOTH INCLUSIVE, PLAN 450 WLTO EXC OUT OF LOT 1, PARCEL 3 PLAN 7929 WLTO EXC OUT OF LOT 7, ALL THAT PORTION WHICH LIES SOUTH AND EAST OF THE WESTERN AND NORTHERN LIMITS OF THE RIGHT OF WAY OF THE CANADIAN PACIFIC RAILWAY, PLAN 4626 WLTO, AND EXC OUT OF LOTS 5, 6 AND 7, ALL THOSE PORTIONS SHOWN BORDERED PINK ON PLAN 7054 WLTO; IN OTM LOT 12 PARISH OF ST JAMES. SECONDLY: ALL THOSE PORTIONS OF SAID LOTS 5, 6 AND 7 NOW SHOWN AS PARCEL 3 ON SAID PLAN 7054



APPLICANT: MRA Planning and Development (Michelle Richard)
236 Osborne Street, Unit A
Winnipeg, MB R3L 2W2

OWNERS: Logan Farms, Ltd. (Frank M. Spivak)
857 Brock Street
Winnipeg, MB R3N 0Z7

RECOMMENDATION: Approval, subject to conditions

HISTORY

Airport Area West Industrial Secondary Plan

- On June 24, 2021, Council adopted the *Airport Area West Industrial Secondary Plan* (By-law No. 100/2020), which pertains to lands within the Airport Area West Industrial area, including the subject site.

DISCUSSION

SITE DESCRIPTION

- The subject property is approximately 380 acres in area, on the east side of Sturgeon Road, at the southeast corner of Sturgeon Road and Four Mile Road/Selkirk Avenue.
- The site is zoned “A” Agricultural under the Winnipeg Zoning By-law 200/2006. It is currently vacant.
- Truro Creek, an intermittent stream, runs east-west through the southern end of the subject site.

- 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 Service-Oriented Industrial policy area under the *Airport Area West Industrial Secondary Plan* (AAWI).



Figure 1: Aerial Photo of Subject Site and Surrounding Uses *(flown 2024)*

SURROUNDING LAND USE AND ZONING (See Figure 2)

- The site is situated in Centreport South, which includes all Centreport Canada lands within the City of Winnipeg (approximately 2,747 acres). The rest of Centreport Canada is situated within the RM of Rosser.
- Centreport Canada is intended as a trimodal inland port predominantly focused on industrial and industrial related development with a mix of supportive uses.

Surrounding uses and zoning are as follows:

North: The RM of Rosser Inland Port Special Planning Area (IPSPA). 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: A mix of vacant land and industrial uses zoned “A” Agricultural.

East: Airport land in the City of Winnipeg (zoned “M2” Manufacturing General and in the R.M. of Rosser.

West: Sturgeon Road, then vacant land zoned “A” Agricultural.



Figure 2: Zoning of the site and surrounding area

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant is proposing a subdivision to create a total of 21 lots, two (2) public reserves, and public rights-of-way and to rezone land to the “M2” Manufacturing General and “PR1” Parks and Recreation (Neighbourhood) zoning districts.
- Please refer to Figure 3, below, which shows the proposed lots and public and private streets.
- This proposed development is identified as phase one of the Sturgeon Business Park industrial park development (approximately 165 acres). Future phases of the Sturgeon Business Park will be subject to new subdivision and rezoning applications.
- Two points of access from Sturgeon Road are proposed:
    - An east-west collector street on the southern portion of the subject site. This collector street is intended to ultimately be part of a future northwesterly extension of Moray Street. This proposed east-west collector street will be approximately 105 feet in width.
    - An east-west local street further to the north. This proposed local street will be approximately 79 feet in width.
- No building plans have been submitted with this application.

Public Reserves

- The applicant proposes to create two (2) public reserves, which will have a total area of approximately 16.2 acres.
- Of these one public reserve will encompass the Truro Creek area on the southwest corner of the subject site, and has a size of approximately 12.2 acres;
- The second is identified as a “public walk” system at the rear and side of proposed “M2” lots in Block 3. This public walk system has a uniform width of approximately 39.4 feet, emcompassing approximately 4.0 acres..

Associated Variance Application (DAV)

- A Variance application under file no. DAV 26-175922/D, is also proposed to allow the creation of lot zoned “A” Agricultural that are less than 40 acres in size.
- Please refer to the Administrative Report for DAV 26-175922/D for further information.

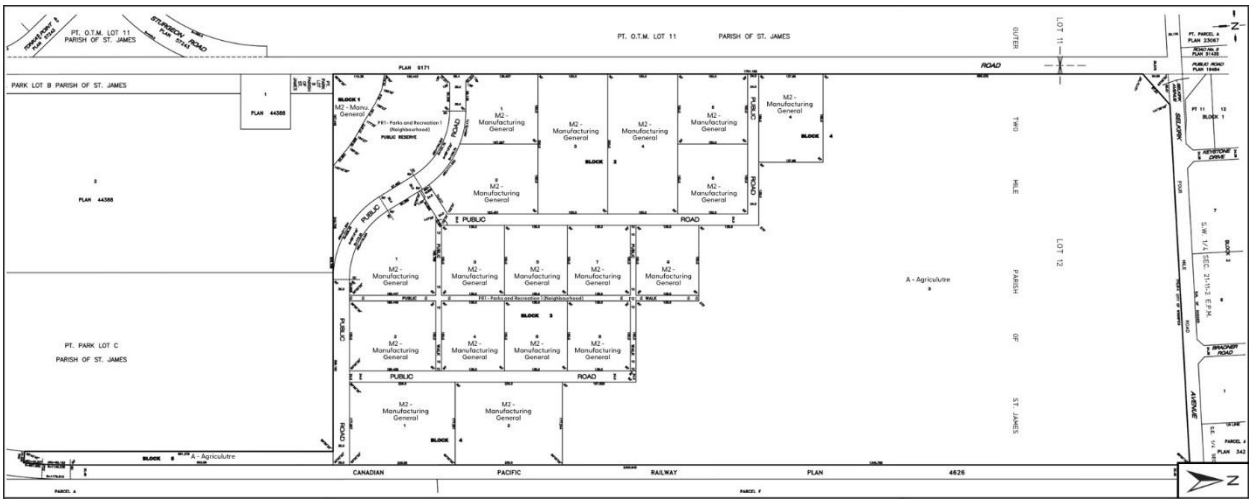


Figure 3: Plan showing proposed lots, streets, and zoning districts proposed for the subject site under Phase 1 (Submitted by the applicant)

COLLABORATION WITH THE PUBLIC SERVICE:

- The applicant has engaged with the Public Service on the proposed development though a ‘concierge’ approach coordinated by the CAO’s office.
- In January 2025, the CAO’s office arranged a CentrePort Working Group meeting that included the applicant, City departments and the Winnipeg Airport Authority for a first review of the proposed plans for the Sturgeon Business Park.
- Since this initial meeting, the Public Service has provided ongoing feedback through to the submission of the application in June 2026.

ANALYSIS AND ISSUES

OURWINNIPEG 2045

- *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 3

E3.0 Provide a sufficient supply of vacant serviced Employment Lands.

Policies

E1.3.1 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.

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.

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

E1.4.12Permit 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.

E1.4.12.1Encourage 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

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

E1.4.14Manage 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.

E1.4.16Permit 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.

E1.4.17Quasi-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.

Goal 7

E1.7.0 Support high-quality design and connectivity in the City's Employment Lands.

Policies

Employment Land design

7.1 Require that Employment Land areas be designed in accordance with the following design standards:

a. Facilitate a high standard of transit and active transportation connectivity. Opportunities to enhance this connectivity in existing Employment Lands shall be encouraged;

b. Streets that provide direct connections to transit service should provide facilities and amenities for pedestrians, cyclists, and transit;

c. Pathways and sidewalks should be provided to connect businesses to transit stops;

d. Encourage a high standard of design along collector and arterial roads, particularly those with transit service, through landscaping, fencing, building elevations, and architectural elements;

e. Encourage the provision of amenity areas for employees; and

f. Loading facilities and large open storage areas should be located in areas that minimize visual impact to other industrial uses and the street and/or screened through appropriate fencing and landscaping.

Business Park design

7.3 Further to Policy 7.1, require that Business Park areas include a high standard of building design and landscaping and an overall quality of site development that is superior to development in General Industrial or Core Industrial areas.

AIRPORT AREA WEST INDUSTRIAL SECONDARY PLAN

- The proposed development falls within the Service-Oriented Industrial policy area of the *Airport Area West Industrial Secondary Plan* (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 purpose of the Service-Oriented Industrial Policy Area is to allow for a mix of manufacturing, logistics, distribution, assembly, storage, and associated offices on small to moderate sized sites.
- Policies for Service-Oriented Industrial area include the following:

4.3.1.3 Policies

1. *Industrial Uses as provided in the Manufacturing Light and Manufacturing General zoning districts, under the City of Winnipeg zoning regulations, shall be directed to the Service-Oriented Industrial Policy Area.*
2. *Industrial Uses exclusive to the Manufacturing Heavy zoning district as provided by the City of Winnipeg zoning regulations, are prohibited within the Service-Oriented Industrial Policy Area.*
3. *With consideration of potential commercial nodes as identified in Figure 4, Light manufacturing uses should be located adjacent to key transportation routes and intersections, while general manufacturing uses should be directed to internal, less visible areas.*
4. *Retail, and Commercial Sales and Service uses shall only be permitted when accessory to an industrial use and shall not exceed approximately 10% of floor area to a maximum of approximately 5,000 square feet.*
5. *Office uses shall only be permitted when accessory to an industrial use and shall not exceed approximately 10% of floor area to a maximum of approximately 5,000 square feet.*
6. *'Public and Institutional' and 'Cultural and Entertainment' uses which are complimentary to the industrial character of the Planning Area, and/or that serve area employees, may be considered. These uses include:*

   Compatible Community Facilities;

   Commercial Schools;

   TV/motion picture production facilities; and

   Daycares
7. *Light manufacturing lots should be oriented along major roadways to take advantage of the high visibility and convenient access opportunities.*
8. *Industrial uses located in proximity to commercial nodes will only be considered when compatible with commercial uses. Buffers and other mitigating solutions may be required to be incorporated into the site and building design in order to facilitate compatibility with adjacent uses.*
9. *Subdivision plans should accommodate small and moderate sized lots; however, where circumstances permit, larger sized lots may be considered.*
10. *Opportunities for rail side dependent industries shall be considered.*

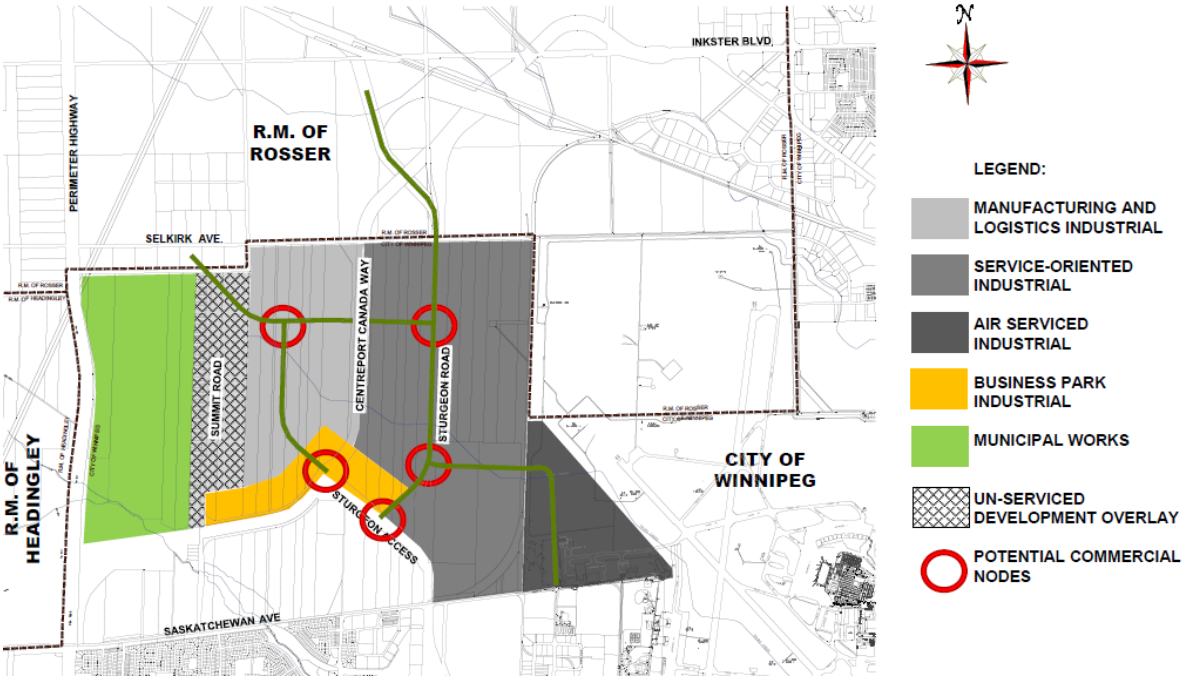


Figure 4: Land use concept map per the *Airport Area West Industrial Secondary Plan*

- It should be noted that amendments to the AAWI are proposed under a concurrent application. Please refer to the Administrative Report for file no. SPA 7/2026 for further information on these proposed amendments.

EMPLOYMENT AND COMMERCIAL LANDS STUDY

- An Employment and Commercial Lands Study, approved by Council in 2019, provided the City with a comprehensive needs assessment and recommendations for commercial and employment lands to inform the last statutory review of *OurWinnipeg* and *Complete Communities Direction Strategy* (adopted in 2022).
- The Study resulted in a number of recommendations to protect and enhance employment areas in the city and increase the supply of serviced employment lands, including:
    - Ensuring the policy framework for employment lands is sufficiently flexible to accommodate the City's development objectives and facilitate the expansion of new and knowledge-based industries
    - Encouraging eco-industrial development approaches
    - Protecting the primary industrial function of employment lands by introducing stronger policy direction on ancillary and employment-supportive uses and restricting major retail uses
    - Minimizing the conversion of employment lands to non-employment uses
    - Provide a broader market choice of vacant serviced lands in employment areas
- These recommendations are also reflected in the policies of the *Airport Area West Industrial Area Secondary Plan*.

SUBDIVISION

- Subdivision is required in order to establish a total of 32 lots, one (1) public reserve, and public streets and lanes.

REZONING

- As noted above, the subject site is currently zoned “A” Agricultural.
- The applicant proposes to rezone the land to a mix of “M2” Manufacturing General and “PR1” Parks and Recreation (Neighbourhood) zoning districts.
- Per the Winnipeg Zoning By-law, the “M2” district is intended to provide for light manufacturing, processing, service, storage, wholesale, and distribution operations, with some limited outside operations and storage.
- Per the Winnipeg Zoning By-law, the “PR1” district is intended for sites that are generally passive neighbourhood and community parks and facilities with predominantly pedestrian and cyclist access. These sites may provide unstructured drop-in play and recreation opportunities, including play structures, passive parks, plazas and natural areas. Generally, there are no parking facilities associated with these uses. These parks and open spaces typically occur in a residential neighbourhood or riverbank context and are generally accessed by residential streets.

COMPATIBILITY WITH AREA SECONDARY PLAN

- As noted above, the proposed “M2” Manufacturing General zoning district is located in the Service-Oriented Industrial policy areas of the *Airport Area West Industrial Secondary Plan* (AAWI). These policies support “M2” zoned lots to accommodate industrial uses and accessory retail or commercial uses.
- Under the AAWI, the southwest portion of the subject site is identified as a potential commercial node. Commercial nodes in the AAWI are intended to accommodate industrial-supporting commercial and retail uses at major intersections. Policies for Service-Oriented Industrial areas encourage light manufacturing uses within these potential nodes.
- This potential commercial node is not required and given that the applicant proposes “M2” Manufacturing lots and a public reserve zoned “PR1” in this location, a commercial node is not proposed.
- As such, the proposed rezoning to “M2” and “PR1” is consistent with policies in the secondary plan.

COMPATIBILITY WITH THE SURROUNDING AREA

- As noted above, subject site is located in Centreport South, which is part of Centreport Canada, a major industrial and transportation hub located in both the City of Winnipeg and R.M. of Rosser. The subject site also abuts the Winnipeg Airport lands to the east of the site. (Please refer to Figure 5, below.)
- The subject site does not abut any existing or future residential uses, and the nearest land designated for residential uses is approximately 750 metres (2,460 feet) to the southwest, in the Airport Area West Residential area.

- Given this location within Centreport Canada, and this distance from future residential uses, the proposed general manufacturing uses will have no adverse effect on adjacent properties.

CONDITIONS OF APPROVAL

Zoning Agreement

- It is recommended that Plan Approval by the Director of Planning, Property and Development be required for any future development on the proposed "M2" Manufacturing General lots. By requiring Plan Approval, the Public Service can evaluate future development against *Complete Communities 2.0* policies 7.1 and 7.3 for designing Employment Lands, outlined above.
- An additional recommended condition is that the owner maintain a minimum permeable surface area (i.e., soft landscaping) in accordance with the needs of the land drainage system. At present, the Public Service does not have the final engineering report to set a specific number. Ideally, the Public Service can avoid this minimum soft landscaping percentage but the drainage design is not mature enough right now to determine the ultimate requirement for these lots. If the Public Service has a specific number by the time of drafting the Zoning Agreement, this can be included in the Agreement for greater clarity for future owners.

Development Agreement

- The Winnipeg Public Service recommends that the developer enter into a Development Agreement with the City of Winnipeg. The items addressed in the recommended Development Agreement are discussed in the Report of the Administrative Coordinating Group (ACG), which is attached to this report as Appendix "B."

St. James Ward Land Dedication Reservice (LDR) Fund

- There is significant amount of high-quality natural areas within the Airport Area West (AAW) area. The Winnipeg Public Service is recommending that a portion of the Assiniboia Community cash-in-lieu of land dedication be directed to the St James Ward Land Dedication Reserve (LDR) Fund.
- The portion of LDR funds will held specifically for the purpose of paying for surplus parkland dedication in future AAW development areas to protect and preserve existing high value natural areas, where possible. There are ecologically significant high-quality oak and aspen forests, and tall grass prairie within the Planning area.
- This recommendation aligns with the intent of policy 6.2.2.13 of the Airport Area West Industrial Secondary Plan By-law, which states: *"In recognition that some of the lands within the Planning Area will have more high quality natural areas than others, the City of Winnipeg may apply surplus parkland dedication requirements from one landowner of the Planning Area for use in other areas within the Planning Area via the City of Winnipeg parkland dedication fund or other such mechanisms."*

Airport Area West Industrial Secondary Plan Transpiration Charge

- The Winnipeg Public Service also recommends that an "Airport Area West Industrial Secondary Plan Transportation Area Charge" be established for all lands identified for future development under the Airport Area West Industrial Secondary Plan area east of Centreport Canada Way. This levy will fund transportation infrastructure in the area, as outlined in the Appendix "D."

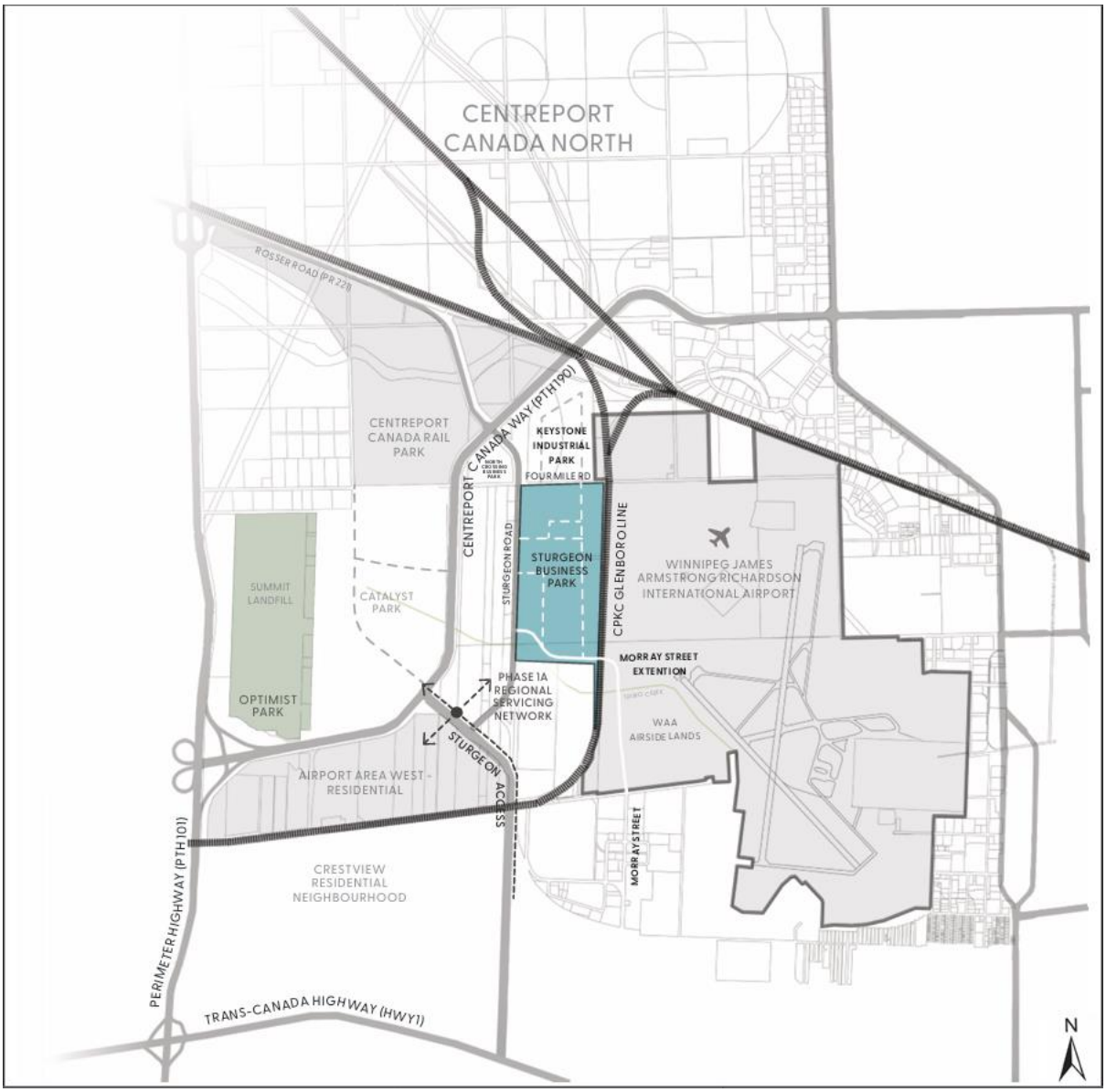


Figure 5: Regional context map showing subject site in relation to surround area (submitted by applicant)

RECOMMENDATION

The Urban Planning Division recommends **approval** for the following reasons:

- The proposed development aligns with *OurWinnipeg 2045* and *Complete Communities Direction Strategy 2.0,* in that it provides a variety of industrial, quasi-industrial, and industrial-supportive land uses in a General Industrial areas.
- The proposal aligns with the policies of the proposed amendments to the *Airport Area West Industrial Secondary Plan* policy objectives in terms of providing general industrial uses at this location.

This Report Submitted by:
Planning, Property and Development Department
Urban Planning Division

Report Prepared by: R. Galston, MCP
PPD File #: DASZ 7/2026

Schedule C for File DASZ 18/2025, Assiniboia Community Committee, dated August 27, 2026

By-Law No. _____

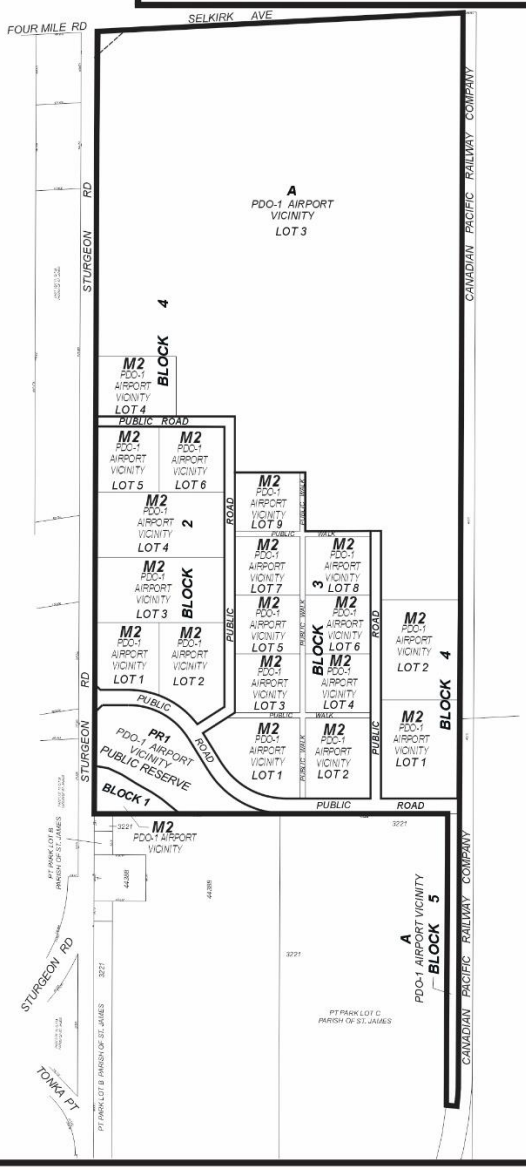
File No. **DASZ 7/2026**

Atlas Sheet No. **W15**

ASSINIBOIA COMMUNITY

Explanation

An application for the approval of the plan of subdivision shown outlined below and for a proposed zoning change to By-law No. 200/2006 by rezoning the land located on lands BOUND BY FOUR MILE ROAD TO THE NORTH, THE CANADIAN PACIFIC RAIL LINES TO THE EAST AND SOUTH, AND STURGEON ROAD TO THE WEST from a "A PDO-1 AIRPORT VICINITY" AGRICULTURAL DISTRICT to the following zoning districts: "M2 PDO-1 AIRPORT VICINITY" MANUFACTURING GENERAL DISTRICT, "PR1 PDO-1 AIRPORT VICINITY" PARKS AND RECREATION 1 DISTRICT, AND "A PDO-1 AIRPORT VICINITY" AGRICULTURAL DISTRICT to facilitate the establishment of the lot and block plan, public right-of-ways and public reserve land for a future mixed use development as phase one of Sturgeon Business Park.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

Exhibit “9” referred to in File DASZ 7/2026

