Agenda – Assiniboia Community Committee – September 4, 2026

PUBLIC HEARINGS

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

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

The Urban Planning and Design Division recommends approval of the 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 5 to permit a lot area of 4.7 acres instead of 40 acres.

Subject to the following condition(s):

1. 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.

Agenda – Assiniboia Community Committee – September 4, 2026

File:	DAV 175922/2026D
Applicant:	MRA Planning and Development (Michelle Richard)
Premises Affected:	Sturgeon Road
Legal Description:	PT LOT 1 PLAN 450 12 ST JA OTM EXC PCL 3 PL 7929 LOTS 2/4 PT LOTS 5/6 EXC PL 7054 PT LOT 7 EXC PL 7054 & EXC PT LYING TO E & S OF THE W & N LIMITS OF THE LAND TAKEN FOR CRR ROW PL 4626 PCL 3 PLAN 7054 12 ST JA OTM ALL PT IN SCHOOL DIVISION NO 21, hereinafter called "the land"
Property Zoned:	"PDO-1 Airport Vicinity Protection Area" (Planning Development Overlay – 1 (District) Airport 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 5 to permit a lot area of 4.7 acres instead of 40 acres.
Exhibits Filed:	1. Application dated June 22, 2026 2. Notification of Public Hearing dated August 14, 2026 3. Manitoba Status of Titles 1909462/1 and 2583007/1 4. Letter of authorization dated May 27, 2026 from Logan Farms Ltd. to Michelle Richard 5. Confirmation from the Zoning and Permits Administrator that the subject property may be posted in substitution for newspaper advertising 6. Title Plot dated August 2, 2024 7. Schedule C Plan of Rezoning dated June 1, 2026 8. Communication dated May 4, 2026, from Winnipeg Airports Authority (Will Rossall) in support of the application 9. Plans, Sheet 1 for File DAV 175922/2026D dated June 22, 2026 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 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 175922/2026D

ADMINISTRATIVE REPORT

Title: DAV 26-175922/D – Sturgeon Road (Sturgeon Business Park)

Issue: For consideration at the Public Hearing of a Variance associated with the subdivision of an agricultural zoning lot

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 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 5 to permit a lot area of 4.7 acres instead of 40 acres.

Subject to the following condition(s):

1. 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 the subject property and requires a Variance for 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 26-175922/D**
RELATED FILES: DASZ 7/2026
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 5 to permit a lot area of 4.7 acres instead of 40 acres.
LOCATION:	Sturgeon Road
LEGAL DESCRIPTION:	PT LOT 1 PLAN 450 12 ST JA OTM EXC PCL 3 PL 7929 LOTS 2/4 PT LOTS 5/6 EXC PL 7054 PT LOT 7 EXC PL 7054 & EXC PT LYING TO E & S OF THE W & N LIMITS OF THE LAND TAKEN FOR CRR ROW PL 4626 PCL 3 PLAN 7054 12 ST JA OTM ALL PT IN SCHOOL DIVISION NO 21
APPLICANT:	MRA Planning and Development (Michelle Richard) 236 Osborne Street, Unit A Winnipeg, MB R3L 2W2
OWNER:	Logan Farms, Ltd. (Frank M. Spivak 857 Brock Street Winnipeg, MB R3N 0Z7

HISTORY

N/A

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 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 area *(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 Subdivision and Rezoning Application (DASZ)

- A Subdivision and Rezoning application under file no. DASZ 7/2026 is also proposed to allow the creation of industrial and public reserve lots and public streets.

- Please refer to the Administrative Report for DASZ 7/2026 for further information.

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.

E1.4.10 Generally 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.

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.*

CITY OF WINNIPEG ZONING BY-LAW 200/2006

- Per the dimensional and design requirements of the Winnipeg Zoning By-law, 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 4.7 acres.
- As such, a Variance is required.

ANALYSIS OF VARIANCE

- Proposed Block 5 is 4.7 acres in size and is the southern stub of the subject site. It is directly adjacent to the Canadian Pacific Railway, which runs along the east side of the subject site. This stub of land has a width of approximately 95 feet. (Please refer to Figure 3, below.)
- By retaining the "A" Agricultural zoning district, the proposed Block 5 will not have zoning entitlements that permit industrial development. Instead, the "A" zoning district will make it likely that this relatively narrow stub of land adjacent to a railway remains undeveloped.
- Should development on this proposed Block 5 occur in future, it will be a use that is permitted in the "A" zoning district only, or through consolidation with adjacent lots and rezoned to accommodate industrial development.
- For these reasons, the Urban Planning and Design Division recommends approval of the Variance.

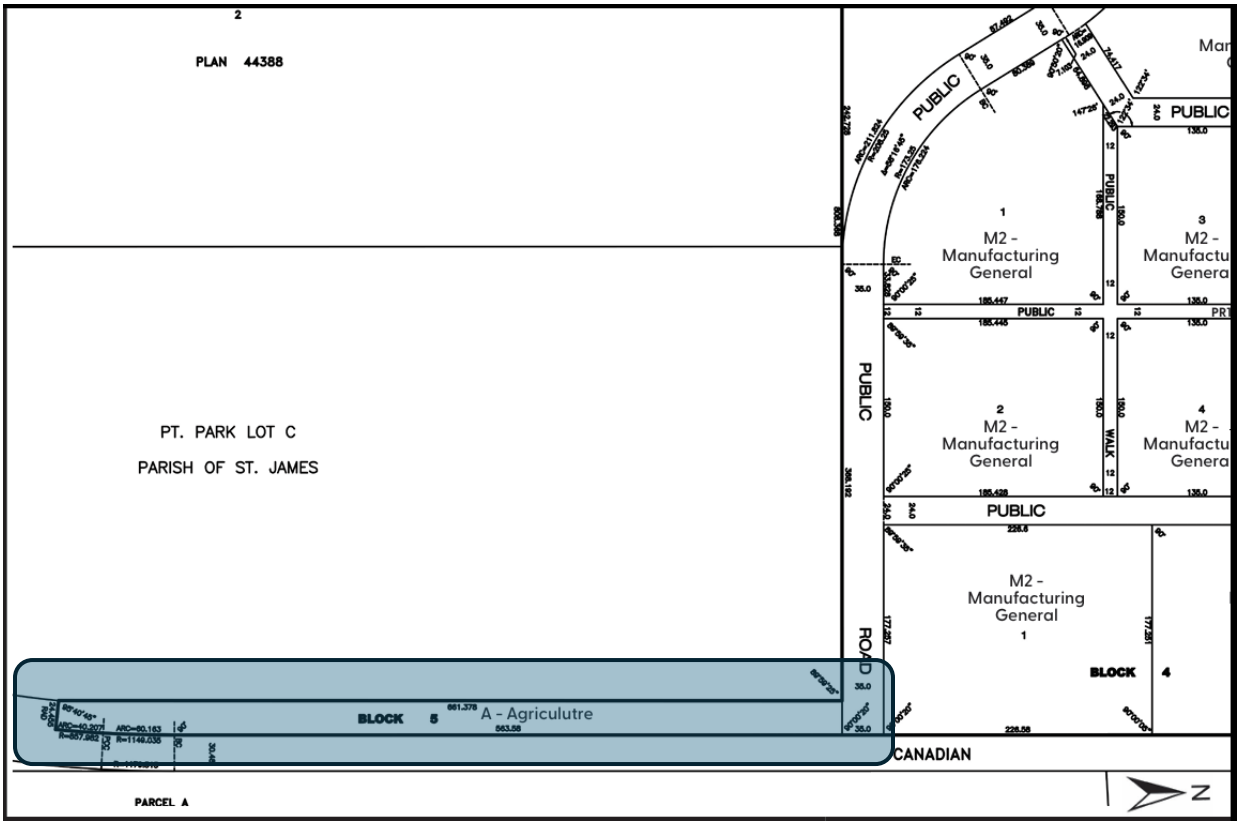

Figure 3: Detail of plan of rezoning, showing the proposed "A" lot near the bottom.

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 industrial development 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, *no development is proposed for Block 5 as part of this application.*

(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 Variance will allow the applicant to subdivide Block 5 to allow for future consolidation.*

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

In that, *the surrounding area is characterized by industrial and transportation 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:	Thursday, August 27, 2026
File No.	DAV 26-175922/D

Exhibit “9” referred to in File DAV 175922/2026D

