REPORTS

Item No. 33 **Subdivision and Rezoning – Catalyst Park – Phase 1 (St. James Ward) File DASZ 6/2026 [c/r SPA 7/2026, DAC 3/2026 & DAV 174386/2026D]**

STANDING COMMITTEE RECOMMENDATION:

The Standing Policy Committee on Property and Development concurred in the recommendation of the Assiniboia Community Committee and recommended to Council:

1. That the proposed subdivision under Development Application No. DASZ 6/2026 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 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 7, 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 7, 2026 and attached as Appendix "B' to this report, with the following amendments:

        i. In Section IV – Servicing Conditions:

            a. Amend Condition 8 by adding the following new condition:

                "g) Payment of the improvements in this clause above will not be demanded until the initial development permit is applied for the intensification of the area. This is not intended to apply for a development permit, if needed, for general site prep for the gross area such as clearing and leveling."

            b. Delete Condition 10. b) in its entirety and replace with the following:

STANDING COMMITTEE RECOMMENDATION (continued):

"10. b) The Developer shall, at no expense to the City, remove the existing Summit Road gravel roadway from the portion that is to be closed and zoned Agricultural, regrade and level the area, place topsoil, landscape and revegetate the area, and complete all related and incidental works as determined by and to the satisfaction of the Director of Public Works. The Developer shall also, at no expense to the City, be responsible for the removal of the existing Summit Road gravel roadway from the portion that is to be closed and zoned MMU, regrade and level the area, landscape and revegetate, and complete all related and incidental works as determined by and to the satisfaction of the Director of Public Works."

c. Amend Condition 11. a) by adding the following after the words "Director of Public Works.":

"The conceptual plan may be altered to swap the sides of the road for the pathways and sidewalks, as determined by the Director of Public Works. Only a single connection to CCW will be required for this phase of the development."

d. Amend Condition 12 by adding the words "to a maximum of three crossings," after the words "pedestrian control device"

e. Amend Condition 15 by deleting the word "paved"

f. Amend Condition 17 e) i. as follows:

1. Delete the word "entrances" and replace with "entrance"

2. Delete the words "Dugald Road,"

g. Amend Condition 24. f) by deleting the words "or longer" and replacing with "until final acceptance is provided".

ii. In Section V – Costs and Fees, amend Condition 2.c) by adding the word "aggregate" before the words "Transportation Impact Studie(s)".

STANDING COMMITTEE RECOMMENDATION (continued):

C. That the City enter into, execute and deliver with the developer a Development Agreement in accordance with recommendation 1.B., 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"); and

D. That authority be delegated to the Director of Planning, Property and Development to negotiate and approve the terms and conditions of the Development 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.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by adding the Catalyst Park Planned Development Overlay 2 (PDO-2 Catalyst Park), attached as Schedule “C”, with the following amendments:

A. In Section 8, Dimensional Standards, delete Clause (b) in its entirety and renumber the remaining Clause accordingly.

B. In Area 6 – Expressway Commercial Node:

i. Delete the words “30. Conditional Use Regulations” and replace with “Conditional Use Regulations”

ii. In Section 30. Conditional Use Regulations:

a. Delete the words “31. Notwithstanding” and replace with “30. Notwithstanding”

b. Delete Clause (a) in its entirety

c. Delete Clause (f) in its entirety

d. Renumber the remaining Clauses accordingly

iii. In Section 31. Use Specific Standards:

a. Delete the words “32. Use Specific Standards” and replace with “31. Use Specific Standards”

b. Delete “(e)” and replace with “(b)”

STANDING COMMITTEE RECOMMENDATION (continued):

c. Delete "(f)" and replace with "(c)"

d. Delete "(g)" and replace with "(d)"

e. Delete "(h)" and replace with "(e)"

3. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an "M2 PDO-2 Catalyst Park PDO-1 Airport Vicinity" Manufacturing General District, "MMU PDO-2 Catalyst Park PDO-1 Airport Vicinity" Manufacturing Mixed Use District, "PR1 PDO-2 Catalyst Park PDO-1 Airport Vicinity" Parks and Recreation (Neighbourhood) 1 District, and "A PDO-2 Catalyst Park 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. That the applicant shall submit design guidelines to the Director and the Assiniboia Community Committee for approval prior to the approval of any Plan Approval application and issuance of any development permits for development within the planned area.

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

4. 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 3,

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

STANDING COMMITTEE RECOMMENDATION (continued):

5. 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.

6. 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 6/2026 (the "Dedication Fee"), as determined by the Director of Planning, Property and Development.

7. That five percent (5%) of the Assiniboia Community's portion of all funds received from the development as cash-in-lieu of land dedication be directed to the St. James Ward Land Development 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 for parkland development within Airport Area West Planning Area.

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, 2 and 3 (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 6/2026 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.

STANDING COMMITTEE RECOMMENDATION (continued):

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 and the Zoning Agreement are 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.

14. That Development Application No. DASZ 6/2026 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 6/2026.

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.

DECISION MAKING HISTORY:

Moved by Councillor Browaty,

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

Carried

Moved by Councillor Santos,

That the recommendation of the Assiniboia Community Committee be concurred in and forwarded to the Executive Policy Committee and Council.

Carried

COMMUNITY COMMITTEE RECOMMENDATION:

On September 4, 2026, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service, with the following amendments:

- In Recommendation 1.B., delete the period after the words "Appendix "B' to this report" and replace with the following:

  ", with the following amendments:

  i. In Section IV – Servicing Conditions:

     a. Amend Condition 8 by adding the following new condition:

        "g) Payment of the improvements in this clause above will not be demanded until the initial development permit is applied for the intensification of the area. This is not intended to apply for a development permit, if needed, for general site prep for the gross area such as clearing and leveling."

     b. Delete Condition 10. b) in its entirety and replace with the following:

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

"10. b) The Developer shall, at no expense to the City, remove the existing Summit Road gravel roadway from the portion that is to be closed and zoned Agricultural, regrade and level the area, place topsoil, landscape and revegetate the area, and complete all related and incidental works as determined by and to the satisfaction of the Director of Public Works. The Developer shall also, at no expense to the City, be responsible for the removal of the existing Summit Road gravel roadway from the portion that is to be closed and zoned MMU, regrade and level the area, landscape and revegetate, and complete all related and incidental works as determined by and to the satisfaction of the Director of Public Works."

c. Amend Condition 11. a) by adding the following after the words "Director of Public Works.":

"The conceptual plan may be altered to swap the sides of the road for the pathways and sidewalks, as determined by the Director of Public Works. Only a single connection to CCW will be required for this phase of the development."

d. Amend Condition 12 by adding the words "to a maximum of three crossings," after the words "pedestrian control device"

e. Amend Condition 15 by deleting the word "paved"

f. Amend Condition 17 e) i. as follows:

1. Delete the word "entrances" and replace with "entrance"

2. Delete the words "Dugald Road,"

g. Amend Condition 24. f) by deleting the words "or longer" and replacing with "until final acceptance is provided".

ii. In Section V – Costs and Fees, amend Condition 2.c) by adding the word "aggregate" before the words "Transportation Impact Studie(s)".

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

- In Recommendation 2, delete the words "Schedule "C."" and replace with the following:

  "Schedule "C", with the following amendments:

  A. In Section 8, Dimensional Standards, delete Clause (b) in its entirety and renumber the remaining Clause accordingly.

  B. In Area 6 – Expressway Commercial Node:

     i. Delete the words "30. Conditional Use Regulations" and replace with "Conditional Use Regulations"

     ii. In Section 30. Conditional Use Regulations:

        a. Delete the words "31. Notwithstanding" and replace with "30. Notwithstanding"

        b. Delete Clause (a) in its entirety

        c. Delete Clause (f) in its entirety

        d. Renumber the remaining Clauses accordingly

     iii. In Section 31. Use Specific Standards:

        a. Delete the words "32. Use Specific Standards" and replace with "31. Use Specific Standards"

        b. Delete "(e)" and replace with "(b)"

        c. Delete "(f)" and replace with "(c)"

        d. Delete "(g)" and replace with "(d)"

        e. Delete "(h)" and replace with "(e)""

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

- Add the following new Recommendation 3.A.ii:

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

and submitted the matter to the Standing Policy Committee on Property and Development.

PUBLIC HEARING SUMMARY

File: DASZ 6/2026

Before: Assiniboia Community Committee
Councillor Duncan, Chairperson
Councillor Dobson
Councillor Lukes

Public Hearing: September 4, 2026
Council Building, 510 Main Street

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

Subject:

APPLICANT: MRA Planning and Development (Michelle Richard)
FILE: DASZ 6/2026 (c/r SPA 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 an "A" AGRICULTURAL DISTRICT to the following zoning districts: "MMU PDO-2 CATALYST PARK" MANUFACTURING MIXED USE DISTRICT, "M2 PDO-2 CATALYST PARK" MANUFACTURING GENERAL DISTRICT, "A" AGRICULTURAL DISTRICT and "PR1 PDO-2 CATALYST PARK" PARKS AND RECREATION 1 DISTRICT, to facilitate the establishment of the lot and block plan, public right-of-ways and public reserve land for future mixed use development as phase one of the Catalyst Park industrial park.

For information, phone R. Galston, Planner at 204-986-8645

Premises Affected: Catalyst Park – Land bounded by Sumit Road to the north, Sumit Road to the east, Centreport Canada Way to the west, and Four Mile Road to the south

For submission to: The Standing Policy Committee on Property and Development

Prepared by: Leah Cowan, Senior Committee Clerk
Assiniboia Community Committee

Report date: September 8, 2026

Community Committee Recommendation:

On September 4, 2026, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service, as amended, and recommended to the Standing Policy Committee on Property and Development:

1. That the proposed subdivision under Development Application No. DASZ 6/2026 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 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 7, 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 7, 2026 and attached as Appendix "B' to this report~~.~~***, with the following amendments:***

        i. In Section IV – Servicing Conditions:

            a. Amend Condition 8 by adding the following new condition:

                "g) Payment of the improvements in this clause above will not be demanded until the initial development permit is applied for the intensification of the area. This is not intended to apply for a development permit, if needed, for general site prep for the gross area such as clearing and leveling."

            b. Delete Condition 10. b) in its entirety and replace with the following:

"10. b) The Developer shall, at no expense to the City, remove the existing Summit Road gravel roadway from the portion that is to be closed and zoned Agricultural, regrade and level the area, place topsoil, landscape and revegetate the area, and complete all related and incidental works as determined by and to the satisfaction of the Director of Public Works. The Developer shall also, at no expense to the City, be responsible for the removal of the existing Summit Road gravel roadway from the portion that is to be closed and zoned MMU, regrade and level the area, landscape and revegetate, and complete all related and incidental works as determined by and to the satisfaction of the Director of Public Works."

c. Amend Condition 11. a) by adding the following after the words "Director of Public Works.":

"The conceptual plan may be altered to swap the sides of the road for the pathways and sidewalks, as determined by the Director of Public Works. Only a single connection to CCW will be required for this phase of the development."

d. Amend Condition 12 by adding the words "to a maximum of three crossings," after the words "pedestrian control device"

e. Amend Condition 15 by deleting the word "paved"

f. Amend Condition 17 e) i. as follows:

1. Delete the word "entrances" and replace with "entrance"

2. Delete the words "Dugald Road,"

g. Amend Condition 24. f) by deleting the words "or longer" and replacing with "until final acceptance is provided".

ii. In Section V – Costs and Fees, amend Condition 2.c) by adding the word "aggregate" before the words "Transportation Impact Studie(s)".

C. That the City enter into, execute and deliver with the developer a Development Agreement in accordance with recommendation 1.B., 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"); and

D. That authority be delegated to the Director of Planning, Property and Development to negotiate and approve the terms and conditions of the Development 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.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by adding the Catalyst Park Planned Development Overlay 2 (PDO-2 Catalyst Park), attached as ~~***Schedule "C."***~~ ***Schedule "C", with the following amendments:***

A. In Section 8, Dimensional Standards, delete Clause (b) in its entirety and renumber the remaining Clause accordingly.

B. In Area 6 – Expressway Commercial Node:

i. Delete the words "30. Conditional Use Regulations" and replace with "Conditional Use Regulations"

ii. In Section 30. Conditional Use Regulations:

a. Delete the words "31. Notwithstanding" and replace with "30. Notwithstanding"

b. Delete Clause (a) in its entirety

c. Delete Clause (f) in its entirety

d. Renumber the remaining Clauses accordingly

iii. In Section 31. Use Specific Standards:

a. Delete the words "32. Use Specific Standards" and replace with "31. Use Specific Standards"

b. Delete "(e)" and replace with "(b)"

c. Delete "(f)" and replace with "(c)"

d. Delete "(g)" and replace with "(d)"

e. Delete "(h)" and replace with "(e)"

3. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an "M2 PDO-2 Catalyst Park PDO-1 Airport Vicinity" Manufacturing General District, "MMU PDO-2 Catalyst Park PDO-1 Airport Vicinity" Manufacturing Mixed Use District, "PR1 PDO-2 Catalyst Park PDO-1 Airport Vicinity" Parks and Recreation (Neighbourhood) 1 District, and "A PDO-2 Catalyst Park 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. That the applicant shall submit design guidelines to the Director and the Assiniboia Community Committee for approval prior to the approval of any Plan Approval application and issuance of any development permits for development within the planned area.

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

4. 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 3,

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

5. 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.

6. 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 6/2026 (the "Dedication Fee"), as determined by the Director of Planning, Property and Development.

7. That five percent (5%) of the Assiniboia Community's portion of all funds received from the development as cash-in-lieu of land dedication be directed to the St. James Ward Land Development 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 for parkland development within Airport Area West Planning Area.

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, 2 and 3 (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 6/2026 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 and the Zoning Agreement are 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.

14. That Development Application No. DASZ 6/2026 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 6/2026.

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.

Note: The wording in bold and italics denotes amendments made by the Community Committee.

The Assiniboia Community Committee provided the following supporting reasons for its recommendation:

1. This project has been over 10 years in the making.

2. This will fuel economic growth not only in the City of Winnipeg but the Province of Manitoba. There's been substantial investment already from the City and Province and Federal Government, and this will make our province a leader.

3. We will be looked upon as a leader in how industrial looks, how it feels, and how it would be provided for businesses in Canada and across the world.

4. As we heard from the proponent this will have approximately 25,000 jobs during buildout, and once completed, will have somewhere in the neighbourhood of 3,500 jobs for Winnipeggers, and good paying jobs.

5. It's important that we work with developers that are looking to invest in Winnipeg and our province, to make sure that these types of projects move forward and that they're not held up in the system and that we are nimble, and able to compromise where we can, and we'll speak to an additional motion, following this.

6. This sends a clear signal to industry and to the rest of Canada that we're open for business here in Winnipeg and the west side of the City in particular.

Objections under the Charter:

Total number of valid objections as per section 125(2) – 0

In accordance with section 236.1(1), the threshold for sufficient objection has not been met.

Exhibits Filed:

1. Application dated June 17, 2026
2. Notification of Public Hearing dated July 17, 2026
3. Manitoba Status of Titles 2861770/1, 3340518/1, 3340520/1
4. Letters of authorization dated May 26, 2026 and May 11, 2026, from Wescan (Alberta) Holdings Ltd. and Catalyst Park Inc. to MRA Planning and Development (Michelle Richard)
5. Surveyor's Building Location Certificate and sketch dated January 6, 2026
6. Schedule A – Title Plot dated June 3, 2026
7. Schedule C – Rezoning Plan dated June 3, 2026
8. Schedule C – Subdivision Plan dated June 3, 2026
9. Plans (3 pages)
10. Report from the Urban Planning Division dated August 27, 2026
11. Inspection Report
12. Communication dated August 22, 2026, from Lloyd Johnson with respect to the application
13. Communication dated August 31, 2026, from Susan Deleau in support of the application
14. Communication dated September 3, 2026, from Dave Green in opposition to the application
15. Communication dated September 3, 2026, from Carly Edmundson in support of the application
16. Communication dated September 3, 2026, from Ryan Fox in support of the application
17. Recording of Representations

REPRESENTATIONS:

In Support:

Susan Deleau
Derek Dreger
Ian Dyck
Carly Edmundson
Ryan Fox
Peter Jessiman
Peter Norman
Sean O'Neil
Michelle Richard
Susan Russell
Jackie Wilkie
Ken Wimble

In Opposition:

Dave Green

For Information:

Lloyd Johnson

For the City:

G. Chappell, Acting Manager of Real Estate and Land Development
S. Jerez, Planner, Planning Property and Development Department
K. Kowalyk, Land Development Engineer, Planning, Property and Development Department
K. Lebaron, Senior Planner, Planning, Property and Development Department
M. Pyl, Growth Management Coordinator, Planning, Property and Development Department
D. Villamor Real Property Officer, Planning, Property and Development Department

Exhibit "10" referred to in File DASZ 6/2026

ADMINISTRATIVE REPORT

Title: DASZ 6/2026 – Lands bound Summit Road, Centreport Canada Way, and Four Mile Road (Catalyst Park)

Issue: For consideration at the Public Hearing of a subdivision and rezoning application to subdivide the subject site into five (5) blocks, two (2) public reserves, and rights-of-way and to rezone from the "A" Agricultural District to a mix of "M2 PDO-2 CATALYST PARK" Manufacturing General District, "MMU PDO-2 CATALYST PARK" Manufacturing Mixed Use District, "PR1 PDO-2 CATALYST PARK" Parks and Recreation (Neighbourhood) District, and "A" Agricultural District through the creation of a Planned Development Overlay (PDO) for the subject lands to accommodate the future development of a mixed use area as phase one of the Catalyst Park industrial 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

1. That the proposed subdivision under Development Application No. DASZ 6/2026 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 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 7, 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 7, 2026 and attached as Appendix "B' to this report.

C. That the City enter into, execute and deliver with the developer a Development Agreement in accordance with recommendation 1.B., 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"); and

D. That authority be delegated to the Director of Planning, Property and Development to negotiate and approve the terms and conditions of the Development 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.

2. That the Winnipeg Zoning By-law No. 200/2006 be amended by adding the Catalyst Park Planned Development Overlay 2 (PDO-2 Catalyst Park), attached as Schedule “C.”

3. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land to an “M2 PDO-2 Catalyst Park PDO-1 Airport Vicinity” Manufacturing General District, “MMU PDO-2 Catalyst Park PDO-1 Airport Vicinity” Manufacturing Mixed Use District, “PR1 PDO-2 Catalyst Park PDO-1 Airport Vicinity” Parks and Recreation (Neighbourhood) 1 District, and “A PDO-2 Catalyst Park 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. That the applicant shall submit design guidelines to the Director and the Assiniboia Community Committee for approval prior to the approval of any Plan Approval application and issuance of any development permits for development within the planned area.

4. 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 3,

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

5. 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.

6. 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 6/2026 (the “Dedication Fee”), as determined by the Director of Planning, Property and Development.

7. That five percent (5%) of the Assiniboia Community’s portion of all funds received from the development as cash-in-lieu of land dedication be directed to the St. James Ward Land Development 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 for parkland development within Airport Area West Planning Area.

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, 2 and 3 (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 6/2026 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 and the Zoning Agreement are 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.

14. That Development Application No. DASZ 6/2026 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 6/2026.

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.

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

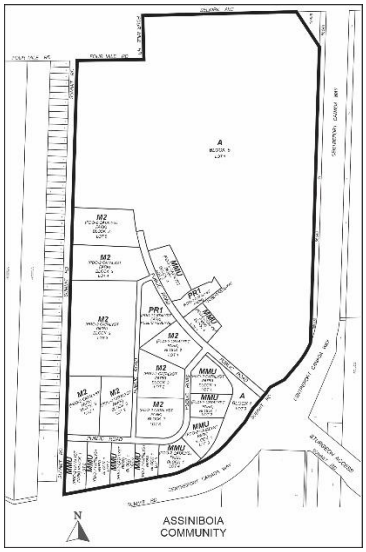
Department	Planning, Property and Development
Division	Urban Planning
Prepared by	R. Galston, MCP
Date:	August 27, 2026
File No.	DASZ 6/2026

List of Schedules and Attachments

Schedule “A”	Planning Discussion.
Appendix “A”	Proposed By-law
Appendix “B”	Report of the Administrative Co-ordinating group, dated August 7, 2026, Re: Proposed Subdivision and Rezoning of land located at 2355 Summit Road and lands bound by Four Mile Road and Selkirk Avenue to the north, Centreport Canada Way to the east and Summit Road to the south and west (Catalyst Park – Phase 1).
Appendix "C”	Report of the Administrative Coordinating Group, Active Transportation Map
Schedule “B”	File DASZ 6/2026**,** Assiniboia Community Committee, dated August 27, 2026
Schedule “C”	Catalyst Park Planned Development Overlay 2 (PDO-2 Catalyst Park)

SCHEDULE 'A'

FILE:	**DASZ 6/2026**
RELATED FILES:	SPA 7/2026, DAV 26-174386/D, DAC 3/2026
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 five (5) blocks, two (2) public reserves, and rights-of-way and to rezone from the "A" Agricultural District to a mix of "M2 PDO-2 CATALYST PARK" General Manufacturing District, "MMU PDO-2 CATALYST PARK" Manufacturing Mixed Use District, "PR1 PDO-2 CATALYST PARK" Parks and Recreation (Neighbourhood) District, and "A" Agricultural District through the creation of a Planned Development Overlay (PDO) for the subject lands to accommodate the future development of a mixed use area as phase one of the Catalyst Park industrial park.
LOCATION:	Taylor Avenue, south side between Kenaston Boulevard and Portsmouth Boulevard (Lot 17)
LEGAL DESCRIPTION:	LOT 17 PLAN 70135 WLTO IN RL 60, 61, 62 AND 63 PARISH OF ST BONIFACE AND IN RL 1, 2, 3 AND 4 PARISH OF ST CHARLES LOT 2 & 3 PLAN 69504 WLTO IN OTM LOTS 4, 5, 6, 6A AND PARK LOT "A" PARISH OF ST JAMES LOT 1 PLAN 59355 WLTO IN OTM LOTS 100 TO 103 PARISH OF ST CHARLES AND IN OTM LOTS 2 AND 3 PARISH OF ST JAMES



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

OWNERS: Catalyst Park, Inc.
900 Lorimer Boulevard, Unit 120
Winnipeg, MB R3P 2V4

RECOMMENDATION: Approval, subject to conditions

HISTORY

Airport Area West Industrial Secondary Plan

- On John 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 Industiral area, including the subject site.

DISCUSSION

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.

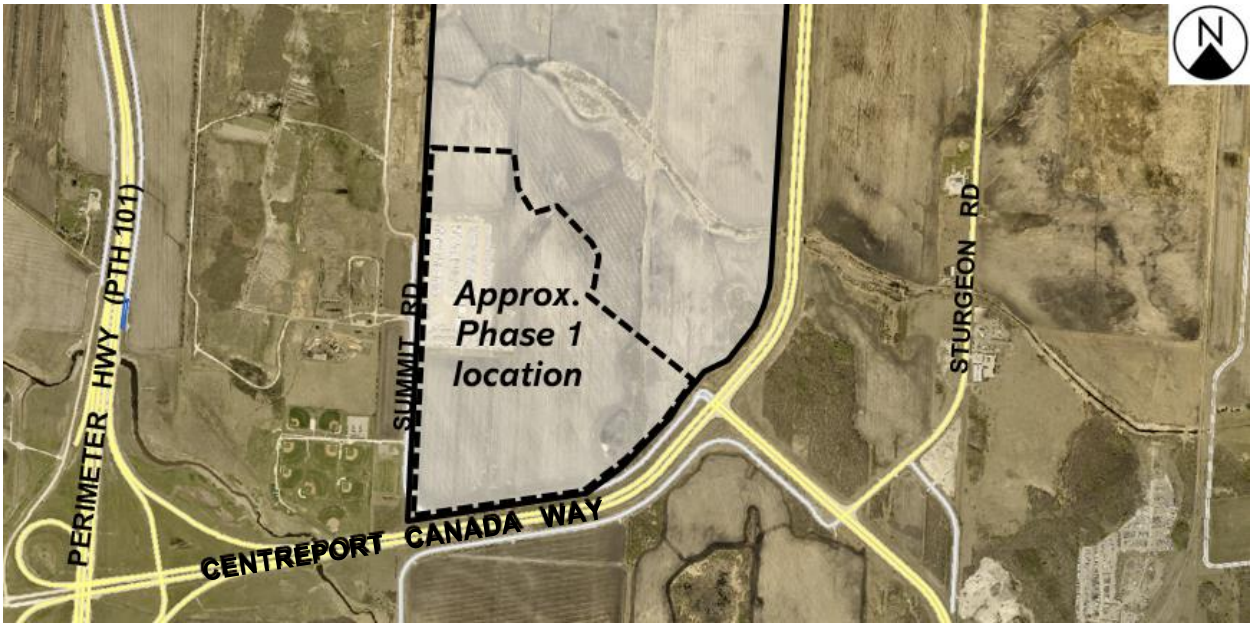


Figure 1: Aerial Photo of Subject Site and Surrounding Uses *(flown 2024)*

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) 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.

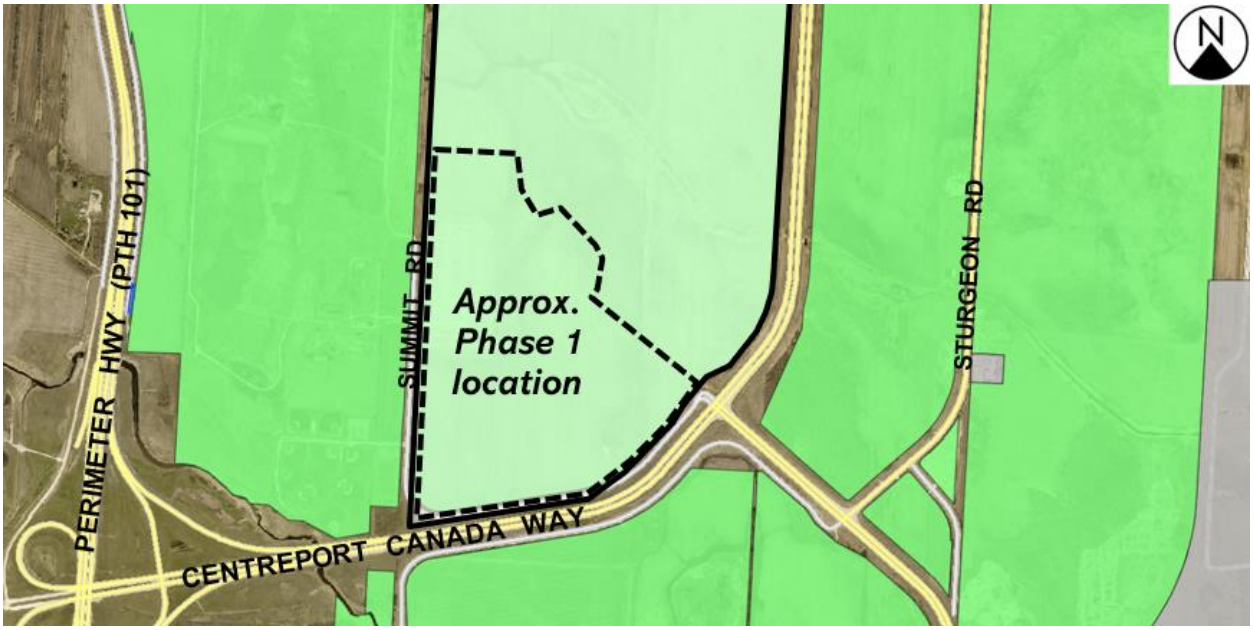


Figure 2: Zoning of the site and surrounding area

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), Variance (DAV), and Closing (DAC) Applications

- A Secondary Plan Amendment is proposed under file no. SPA 7/2026.
- A Variance application (DAV 26-174386D) is also proposed to maintain the existing Bison Transport development.
- 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.

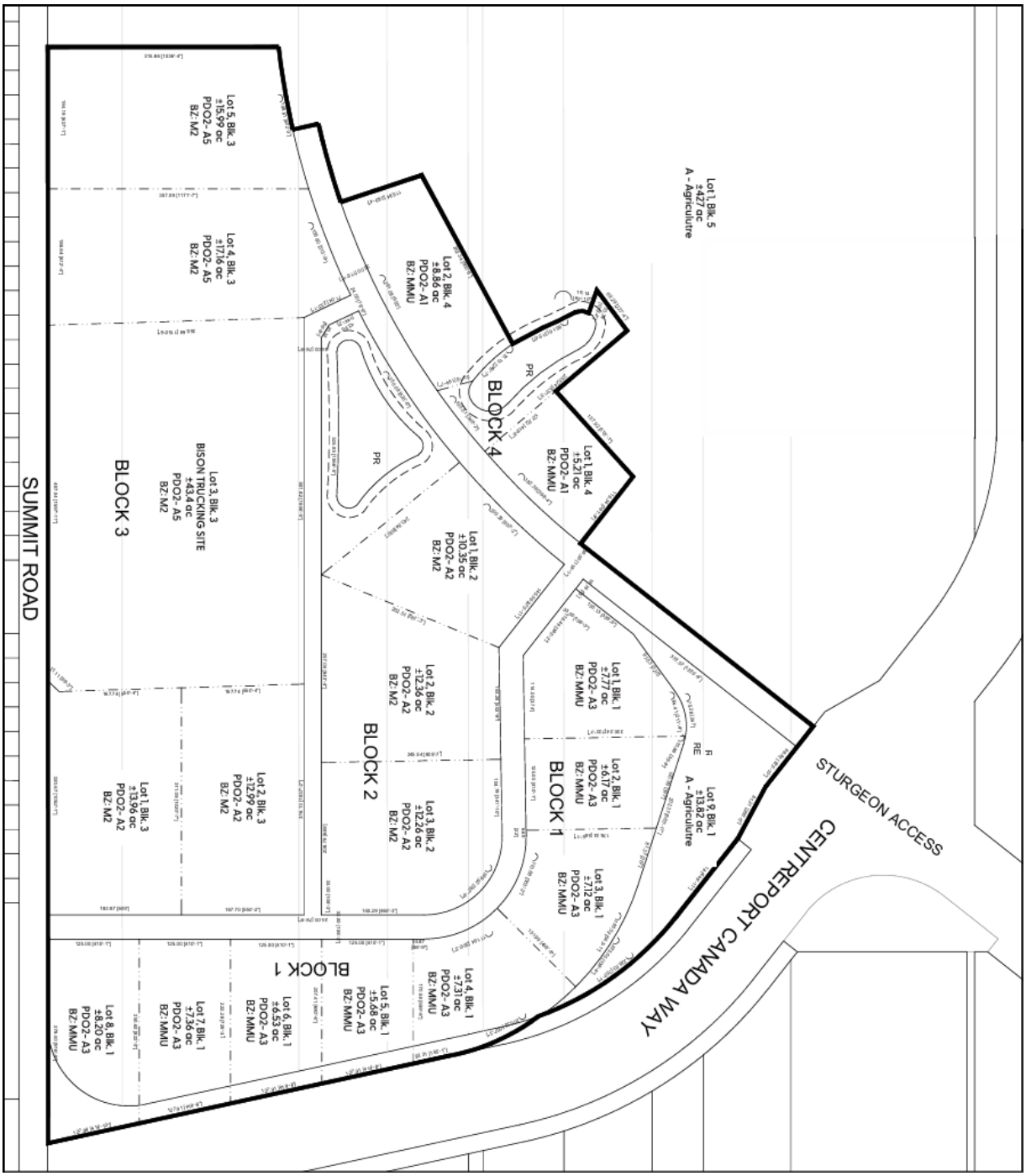


Figure 3: Plan showing proposed lots, streets, and zoning districts proposed for the subject site (Submitted by the applicant)

COLLABORATION WITH THE PUBLIC SERVICE:

- The applicant has engaged with the Public Service on the proposed development since 2024 through a ‘concierge’ approach coordinated by the CAOs office.

- In January 2025, the CAOs 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 Master Plan for Catalyst Park.
- Since this initial meeting, the Public Service has provided ongoing feedback to the applicant through to the submission of the application in June 2026.
- Upon the request of the Public Service, the applicant has made minor revisions to the application after submission to clarify aspects of the proposed amendments.

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 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.

E1.4.12 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.

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.

C4. Commercial Areas and Mixed-Use Center policies

Goal 1

C4.1.0 Manage general commercial areas in support of Complete Communities goals.

Policies

C4.1.8 Discourage Major Retail Uses outside of Mixed-Use Centres.

B1. General Growth policies

Goal 3

B1.3.0 Direct the highest residential and employment densities to areas that can provide the best transit service.

- Policies B1.3.6 and B1.3.9 discourage Major and Medium Office uses in areas outside of the downtown and farther than 300 metres of a Primary Transit Network Station

B1.3.11Accommodate the location of Small Office uses widely throughout the Urban Structure subject to other applicable policies of this By-law and applicable zoning bylaw regulations.

AIRPORT AREA WEST INDUSTRIAL AREA SECONDARY PLAN

- The proposed development falls within the planning area of the Airport Area West Industrial Secondary Plan By-law 100/2020 (AAWI), adopted by Council in June 2021.
- There are five policy areas that affect the subject site (see Figure 4: AAWI Land Use Policy Areas):
    - Manufacturing and Logistics Industrial – to accommodate and protect opportunities for large-scale general and heavy industrial development.
    - Un-serviced Development Overlay - to allow for the limited development of lower intensity uses on larger parcels without a full range of municipal services, and which are compatible with the Summit Road landfill site.
    - Business Park Industrial – to strategically reserve land adjacent to CentrePort Canada Way for businesses that cater to the traveling public and to ensure a

high-quality transition between industrial land uses and the residential area to the south.

  - Municipal Works - to protect the Summit Road landfill site from encroaching incompatible land uses and facilitate development of compatible uses within the Summit Road Landfill Vicinity Control Area.
  - Commercial Nodes – to accommodate service-oriented, commercial and retail uses that serve area businesses and employees at commercial nodes established near major intersections that are connected to the active transportation network.

- 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 applicant proposes a number of amendments to the AAWI Secondary Plan. Please refer to the associated Administrative Report for file no. SPA 7/2026 for further information and discussion related to these amendments.

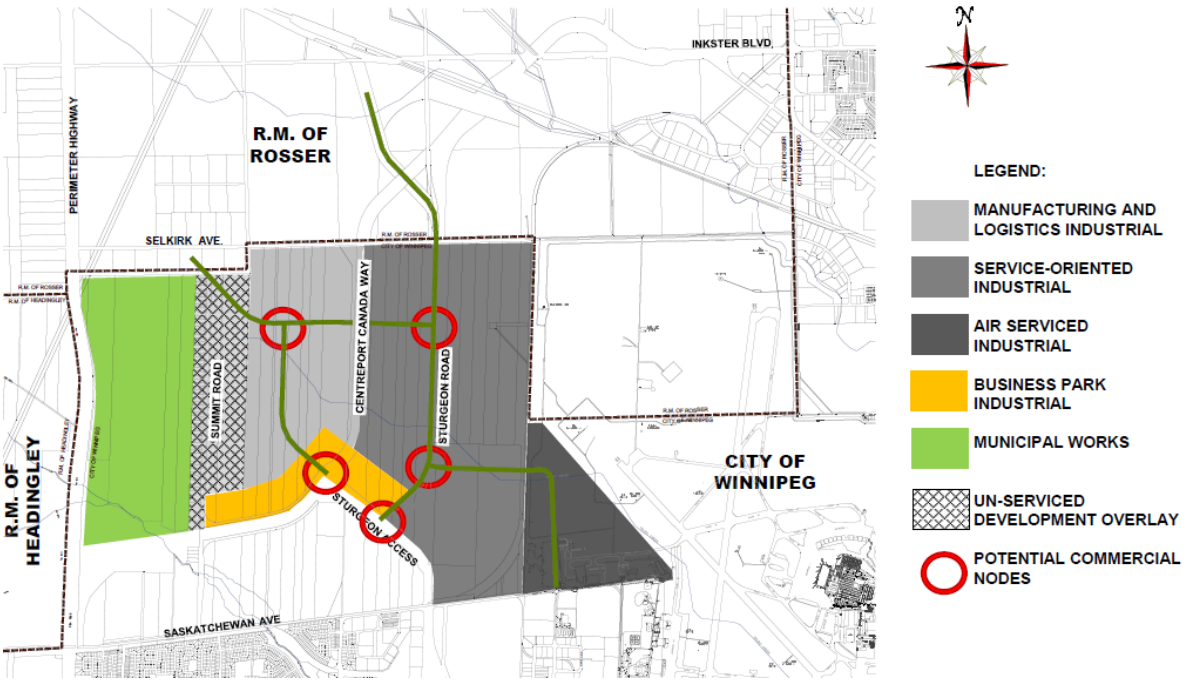


Figure 4: Land use concept map per the *Airport Area West Industrial Secondary Plan*

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*.

Servicing

- Installation of the first phase of water and wastewater infrastructure is set for completion in Q4 2026.
- Truro Creek and Sturgeon Creek are the receiving watercourses for stormwater from Catalyst Park and neighbouring areas. To address land drainage comprehensively, a regional land drainage servicing study has been prepared to coordinate the approach across the different developments.

Public Works

- At full build-out, the site will be accessed via three approaches: a new southeast bound approach to the existing signalized intersection of CCW and Sturgeon Access; the existing Summit Road alignment across Selkirk Avenue; and a new right-in right-out along southbound CCW between the existing Sturgeon Access and Sturgeon Road / PR 221 intersections.
- A Transportation Impact Study (TIS) recommends various mitigations and upgrades to road segments and intersections adjacent to and surrounding the proposed development to meet the minimum acceptable Level of Service for traffic. Traffic considerations include impacts from existing and planned development on surrounding lands.
- The existing Summit service road is to be closed during phase one of the development, and access to Summit Road Landfill and Optimist Park are to be provided via a new collector road through the development.
- The TIS indicates that future Transit service to the subject site would likely consist of extending the existing feeder network, likely beginning with an expansion of an On-Request service zone. To accommodate future Transit, Winnipeg Transit has indicated that arterial and collector roads, including their intersections, should be designed to accommodate 40-foot buses and their turning movements.
- As the site and surrounding area become more active, the TIS proposes a northern extension of the FX3 route may be feasible but notes that this extension is not identified in the Winnipeg Transit Master Plan and would need to be evaluated by Winnipeg Transit. Should Primary Transit service be extended to Catalyst Park, Winnipeg Transit

has indicated that expressways and arterial roads, including their intersections, should be designed to accommodate 60-foot buses and their turning movements

- Active transportation access to the proposed development is recommended via a new multiuse path along Sturgeon Road and Sturgeon Access that would tie into the City's existing pathway network.

Waste Management Facilities Regulation

- Section 45 of the *Manitoba Waste Management Facilities Regulation 37/2016* restricts new buildings within 400 meters of an operating or abandoned landfill unless the applicant obtains written approval from the Director of Environment and Climate Change for a variance.
- To obtain a Variance, the applicant must submit an engineering assessment of the potential for landfill gas generation, the presence of landfill gas and other contaminants, and identify how any required mitigative measures have been incorporated into the development plan.
- The applicant has completed a Phase I Environmental Site Assessment which concluded that no conditions were identified as likely to have caused subsurface contamination. The Province and City have approved the scope of work for a Phase II Environmental Site Assessment and drilling plan, the results of which are still forthcoming.

SUBDIVISION

- Subdivision is required in order to establish a total of 18 lots, one (1) public reserve, and public streets.

REZONING AND CATALYST PARK PLANNED DEVELOPMENT OVERLAY (PDO)

- As noted above, the subject site is currently zoned "A" Agricultural. The applicant proposes to create a Planned Development Overlay (PDO) in the Winnipeg Zoning By-law, to be known as the Catalyst Park Planned Development Overlay 2. The purpose of this PDO is to implement the policies of the *Airport Area West Industrial Area Secondary Plan* through the regulation of development within the subject site.
- Per the Winnipeg Zoning By-law, the purpose of the Planned Development Overlay 2 (PDO-2) overlay district is to provide for site-specific control over an individual proposed development, in unique or special circumstances, where any other zone would be inappropriate or inadequate. A PDO-2 district is appropriate when the proposed development regulations do not relate to an area-wide condition or the implementation of an area-wide Secondary Plan but are specific to the lot(s) or parcel(s) proposed for the PDO-2 zoning. PDO-2 districts are appropriate for areas with unique or special site characteristics.
- Under the proposed PDO, the subject lands will be rezoned to a mix of manufacturing and parks and recreation zoning districts. These are:
    - "MMU PDO-2 Catalyst Park" Manufacturing Mixed Use District;
    - "M2 PDO-2 Catalyst Park" General Manufacturing District;
    - "PR1 PDO-2 Catalyst Park" Parks and Recreation (Neighbourhood) District.

- As noted above and shown in Figure 5, below, the subject site is broken into Areas 1, 2, 3, 4, 5, and 6. The size of these areas and how they correspond with the proposed PDO and zoning districts are as follows:

  Area 1: Central Campus

  - Two lots (14 acres)
  - To be zoned "MMU PDO-2 Catalyst Park" Manufacturing Mixed Use.
  - Per the Winnipeg Zoning By-law, the "MMU" district is intended to provide linked commercial and industrial activities that are supportive of industrial functions and are compatible with surrounding industrial use areas, while allowing more flexibility of uses and requiring a higher standard of landscaping and design. Uses may include offices, wholesale and business service establishments, campus-style industrial or business parks, and limited retail/personal service storefronts. Supportive retail development, not including offices, would be allowed to a maximum of 35 percent of site area including any land needed by the supportive retail to satisfy parking requirements, yards/setbacks and development and design standards (e.g., landscaping). During build out, supportive retail shall not exceed 50 percent of built site area. MMU zone districts should generally include at least 35 acres of contiguous land, or land that would be contiguous except for intervening rights-of-way.

  Area 2: Distribution and Manufacturing Campus

  - Five lots (62 acres)
  - To be zoned "M2 PDO-2 Catalyst Park" Manufacturing General.
  - 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.

  Area 3: Expressway Commerce

  - Two lots (15 acres)
  - To be zoned "MMU PDO-2 Catalyst Park" Manufacturing Mixed Use.

  Area 4: Public Reserve

  - 14 acres
  - To be zoned "PR1 PDO-2 Catalyst Park" Parks and Recreation (Neighbourhood).
  - 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.

  Area 5: Distribution and Manufacturing Campus – Defined

  - Three lots (76 acres)

- To be zoned “M2 PDO-2 Catalyst Park” Manufacturing General with limited non-industrial uses.

Area 6: Expressway Commerce Node

- Six lots (40 acres)
- To be zoned “MMU PDO-2 Catalyst Park” Manufacturing Mixed Use.

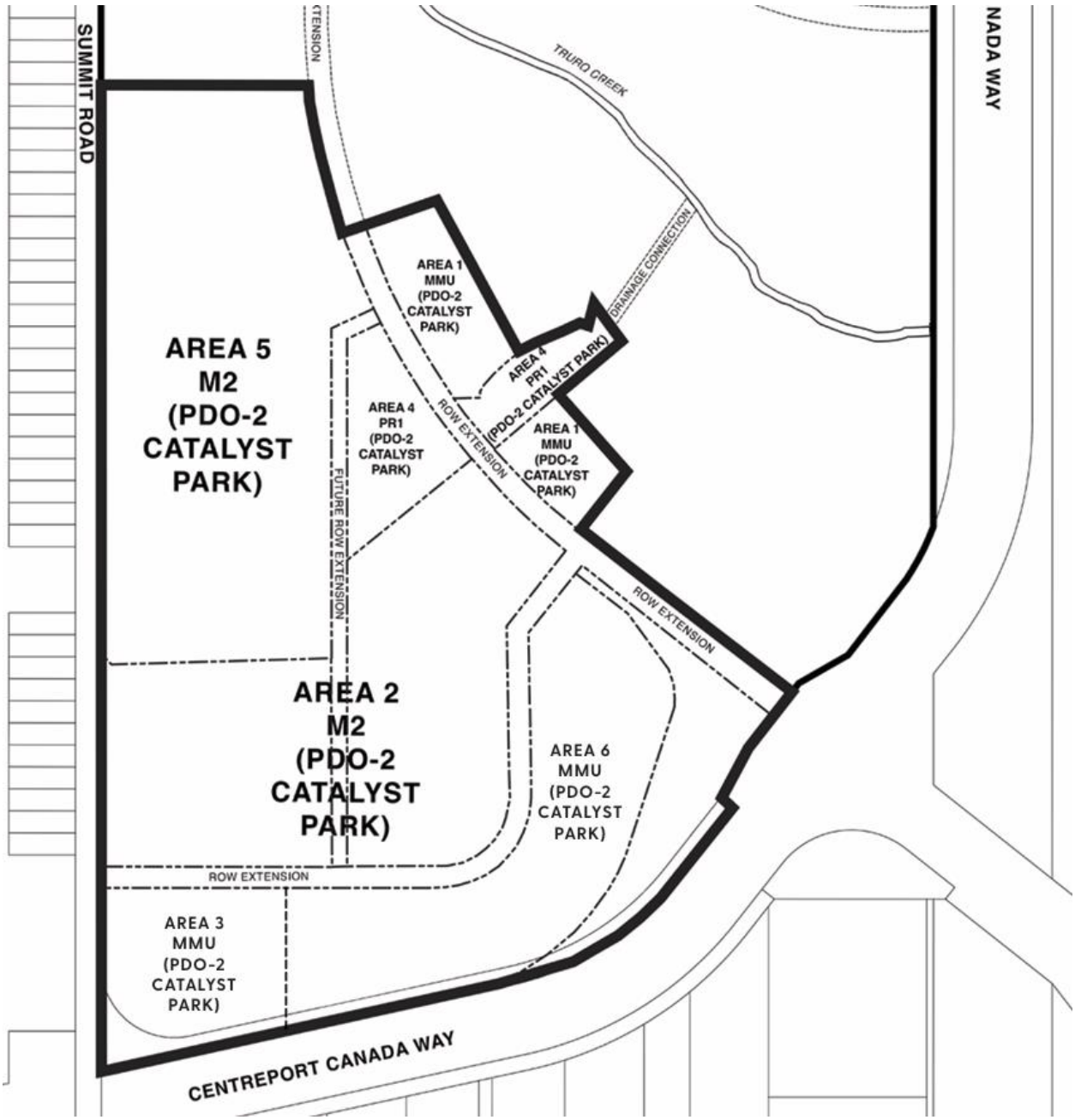


Figure 5: Map of proposed areas under the Catalyst Park Planned Development Overlay 2 (PDO-2)

Proposed Land Uses

Table 2: Use Specific Standards

AREA 1 – Central Campus (MMU)				
	PDO		**ZONING BY-LAW**	
Use	**PDO Zoning**	**Standard**	**Base Zoning**	**Standard**
Contractor's establishment	Permitted		Prohibited	
Place of worship	Prohibited		Permitted	
College or university	Prohibited		Permitted	
Hospital	Prohibited		Conditional*	No more than 25 beds
Towing and Storage Facility	Prohibited		Conditional	
Retail sales	Conditional		Permitted*	Max. 40,000 s.f.
Auction room	Conditional		Prohibited	
Landscape or garden supplies	Conditional		Permitted	
Supermarket	Conditional		Permitted*	Max. 10,000 s.f.
Personal services	Conditional		Permitted	
Amusement enterprise, indoor	Conditional		Permitted*	Max. 40,000 s.f. for fitness / wellness centres only; all other indoor amusement to a max. 10,000 s.f.
Auto/light truck/motorcycle, sales and service	Conditional		Permitted*	
Sports or entertainment arenas and stadiums, indoor	Conditional		Permitted*	Max. 40,000 s.f.
Amusement enterprise, outdoor	Conditional		Permitted	
Personal Services	Permitted*	Max. 5,000 s.f.	Permitted	No s.f. limit
Farmer's market	Permitted*	May occur any time of year	Permitted*	Operations limited to Apr. 1 - Oct. 31
Office	Permitted*	Max. 55,000 s.f.	Permitted	No s.f. limit
AREA 2 – Distribution and Manufacturing Campus (M2)				
	PDO		**ZONING BY-LAW**	
Use	**PDO Zoning**	**PDO Standard**	**Base Zoning**	**Standard**
Community gardens	Permitted		Prohibited	
Heavy manufacturing	Conditional		Prohibited	
Grain elevators	Permitted		Conditional	
Jail/detention centre	Prohibited		Prohibited	
Place of worship	Prohibited		Permitted	

Gallery/museum	Prohibited		Permitted	
Hotel or motel	Prohibited		Conditional	
Animal hospital or veterinary clinic	Prohibited		Permitted	
Hospital	Prohibited		Prohibited	
Kennel	Prohibited		Permitted	
Personal service	Prohibited		Conditional	Max 5,000 s.f.
Crematorium	Prohibited		Conditional	
Amusement enterprise, outdoor	Conditional		Permitted	
Amusement enterprise, indoor	Conditional		Permitted	
Landscape and garden supplies	Conditional		Permitted	
Auto / light truck / motorcycle sales and rental	Conditional		Permitted	Various screening restrictions
Personal Services	Permitted*	Max. 5,000 s.f.	Conditional	Max. 5,000 s.f.
Retail sales (accessory)	Permitted*	Max. 5,000 s.f.	Permitted	
Office	Permitted*	Max. 20,000 s.f.	Permitted	
AREA 3 – Expressway Commerce (M2)				
	PDO		**ZONING BY-LAW**	
Use	**PDO Zoning**	**PDO Standard**	**Base Zoning**	**Standard**
Contractor's establishment	Permitted		Permitted	
Heavy equipment sales, services, and rental	Permitted		Permitted	
Place of worship	Prohibited		Permitted	
College or university	Prohibited		Prohibited	
Hospital	Prohibited		Prohibited	
Towing and Storage Facility	Prohibited		Permitted	
Retail sales	Conditional		Prohibited	
Auction room	Conditional		Permitted	
Landscape or garden supplies	Conditional		Permitted	
Supermarket	Conditional		Prohibited	
Personal services	Conditional	Max. 5,000 s.f.	Conditional	Max. 5,000 s.f.
Amusement enterprises, indoor	Conditional		Permitted	
Auto/light truck/motorcycle, sales and service	Conditional		Permitted	Various screening restrictions
Sports or entertainment areas and stadiums, indoor	Conditional		Conditional	
Amusement enterprise,	Conditional		Permitted	

outdoor				
Office	Permitted*	Max. 55,000 s.f.	Permitted	
AREA 4 (PR1) – Public Reserve and Pond				
No changes to the uses and use-specific standards are proposed				
AREA 5 – Distribution and Manufacturing Campus – Defined (M2)				
Use	**PDO Zoning**	**PDO Standard**	**Base Zoning**	**Standard**
Heavy manufacturing	Conditional		Prohibited	
Grain elevators	Permitted		Conditional	
Community/recreation centre	Prohibited		Permitted	
Commercial school	Prohibited		Permitted	
Park/plaza/square / playground	Prohibited		Permitted	
Day care centre	Prohibited		Permitted	
Place of worship	Prohibited		Permitted	
Gallery/museum	Prohibited		Permitted	
Hotel or motel	Prohibited		Conditional	
Hospital	Prohibited		Prohibited	
Drinking establishment	Prohibited		Permitted	Max. 5,000 s.f.
Restaurant	Prohibited		Permitted	
Call centre	Prohibited		Permitted	
Personal service	Prohibited		Conditional	Max. 5,000 s.f.
Car wash	Prohibited		Permitted	
Drive-in/drive-thru	Prohibited		Permitted	
Parking, structured	Prohibited		Permitted	
Parking, surface	Prohibited		Permitted	
Office	Permitted	Max. 20,000 s.f.	Permitted	No s.f. limit
Retail sales (accessory)	Permitted	Max. 5,000 s.f.	Permitted	No s.f. limit
AREA 6 – Expressway Commerce – Node (MMU)				
Use	**PDO Zoning**	**PDO Standard**	**Base Zoning**	**Standard**
Contractor's establishment	Permitted		Prohibited	
Heavy equipment sales, services, and rental	Permitted		Conditional	
Retail sales (unless otherwise listed)	Conditional	Max. 40,000 s.f.		
Place of worship	Prohibited		Permitted	
College or university	Prohibited		Permitted	
Hospital	Prohibited		Conditional	Max. 25 beds
Towing and storage facility	Prohibited		Conditional	
Personal Services	Conditional	Max. 5,000 s.f.	Permitted	

Retail sales	Conditional	Max. 40,000 s.f.	Permitted	Max. 40,000 s.f.
Auction room	Conditional		Permitted	Max. 10,000 s.f.
Landscape or garden supplies	Conditional		Permitted	
Supermarkets	Conditional		Permitted	Max. 10,000 s.f.
Amusement enterprise, indoor	Conditional	Max. 60,000 s.f. (for fitness / wellness); all other to a max. 10,000 s.f.)	Max. 40,000 s.f. (for fitness / wellness); all other to a max. 10,000 s.f.	
Personal services	Conditional		Permitted	
Auto/light truck / motorcycle, sales and service	Conditional		Permitted	
Sports or entertainment arenas and stadiums, indoor	Conditional		Permitted	Max. 40,000 s.f.
All PDO Areas				
Use	**PDO Zoning**	**PDO Standard**	**Base Zoning**	**Standard**
Adult service	Prohibited		Conditional	Location restrictions
Pawnshop	Prohibited		Conditional	Location restrictions
X-Rated uses	Prohibited		Conditional	Location restrictions

Dimensional Standards

- The proposed PDO also includes dimensional standards for future development. These standards include the following:
    - For lots abutting Centreport Canada Way, a minimum setback of 125 feet is required. This is consistent with Manitoba Transportation and Infrastructure setback requirements for provincial roads and provincial trunk highways.
    - For lots abutting water retention ponds, a minimum setback of 75 feet is required. This is consistent with City of Winnipeg practices. As an alternative, the Director of Water and Waste may allow a reduced setback if it can be demonstrated that there are no concerns with respect to safety of people or property.
    - For lots with any property line abutting public parks, a minimum setback of 10 feet is recommended. This will allow sufficient buffer space from adjacent park uses.

LANDSCAPE AND ARCHITECTURE DESIGN GUIDELINES

- The applicant has stated design guidelines for the Catalyst Park area will prepared and submitted to the Assiniboia Community Committee and the Director of Planning, Property and Development.
- It is expected that the future design guidelines speak to broader design themes for the area overall, as well as detailed architectural and landscaping guidelines for the built environment within Catalyst Park.

- These future design guidelines will be reviewed by the Winnipeg Public Service in consideration of the Secondary Plan and the proposed Catalyst Park PDO.
- The Winnipeg Public Service recommends that the design guidelines be approved by the Assiniboia Community Committee and the Director of Planning, Property and Development prior to any Plan Approval application or development permit.
- Should the future design guidelines be approved, plans for new development in the Catalyst Park area will be required to come to the Director of Planning, Property and Development for approval. The Director will then review the development plans as they relate to the design guidelines document.

CONSISTENCY WITH AREA SECONDARY PLAN

- As noted above, the applicant proposes to amend the Airport Area West Industrial (AAWI) Secondary Plan.
- 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.
- Please refer to the Administrative Report for associated file no. SPA 7/2026 for further information and discussion of the AAWI and proposed amendments thereto.
- The following is a summary of the proposed Subdivision and Rezoning in relation to the AAWI:

Area 1: Central Campus

- The proposed “MMU PDO-2 Catalyst Park” zoning district would be located in the proposed expanded Business Park Industrial policy area.
- Business Park Industrial policies accommodate a mix of light industrial, retail, office and other commercial and recreation/entertainment uses. businesses that cater to the traveling public and to ensure a high-quality transition between industrial land uses and the residential area to the south.

Area 2: Distribution and Manufacturing Campus

- The proposed “M2 PDO Catalyst Park” zoning district in Area 2 would be located in the Manufacturing and Logistics Industrial policy area.
- Manufacturing and Logistics Industrial policies accommodate and protect opportunities for large-scale general and heavy industrial development.

Area 3: Expressway Commerce

- The proposed “MMU PDO-2 Catalyst Park” zoning district in Area 3 would be located in the Business Park Industrial policy area, discussed above.

Area 4: Public Reserve and Pond

- The proposed “PR1 PDO-2 Catalyst Park” zoning district in Area 4 would be located in the proposed expanded Business Park Industrial policy area, discussed above.

Area 5: Distribution and Manufacturing Campus – Defined

- The proposed “M2 PDO-2 Catalyst Park” zoning district in Area 5 would be located within the Manufacturing and Logistic Industrial policy area (discussed above), and in the proposed realigned Summit Road Landfill Vicinity Area.
- The intent of the Summit Road Landfill Vicinity Area is to ensure development within close proximity of the landfill site is compatible with ongoing waste management operations at the landfill site.

Area 6: Expressway Commerce Node

- The proposed “MMU PDO-2 Catalyst Park” zoning district in Area 6 would be located in the Business Park Industrial policy area, discussed above.

COMPATIBILITY WITH THE SURROUNDING AREA

- As noted above, the *Airport Area West Industrial Secondary Plan* directs development that abuts future residential development to the south to be compatible in terms of land uses. It does this by designating the Business Park Industrial policy area along the south side of the subject site, providing a buffer between the residential uses to the south, and the area’s heavier manufacturing uses.
- The proposed zoning districts and Planned Development Overlay (PDO) areas affirm this separation, by the southern part of the site being zoned “MMU PDO-2 Catalyst Park,” where heavier manufacturing uses are not permitted.
- In this manner, the proposed PDO aligns with the Secondary Plan and will regulate a transition the uses in the plan area, so that there is less adverse impact on future residential uses to the south.
- It should be noted that the future residential area to the south is separated by Centreport Canada Way, an expressway with a width of approximately 160 metres (525 feet).

CONDITIONS OF APPROVAL

Zoning Agreement

- The Winnipeg Public Service recommends that the developer enter into a Zoning Agreement with the City of Winnipeg. This recommended Zoning Agreement will require the applicant to submit design guidelines for approval by the Director of Planning, Property and Development and the Assiniboia Community Committee, prior to the approval of any Plan Approval application and issuance of development permits.
- 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. However, 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."*

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 land uses and general site layout, directing adverse land uses away from the adjacent Summit Road Landfill to the west and the Airport Area West Residential area to the south.

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

Report Prepared by: R. Galston, MCP
PPD File #: DASZ 6/2026

Schedule B for File DASZ 6/2026, Assiniboia Community Committee, dated August 27, 2026

By-Law No. _____

File No. **DASZ 6/2026**

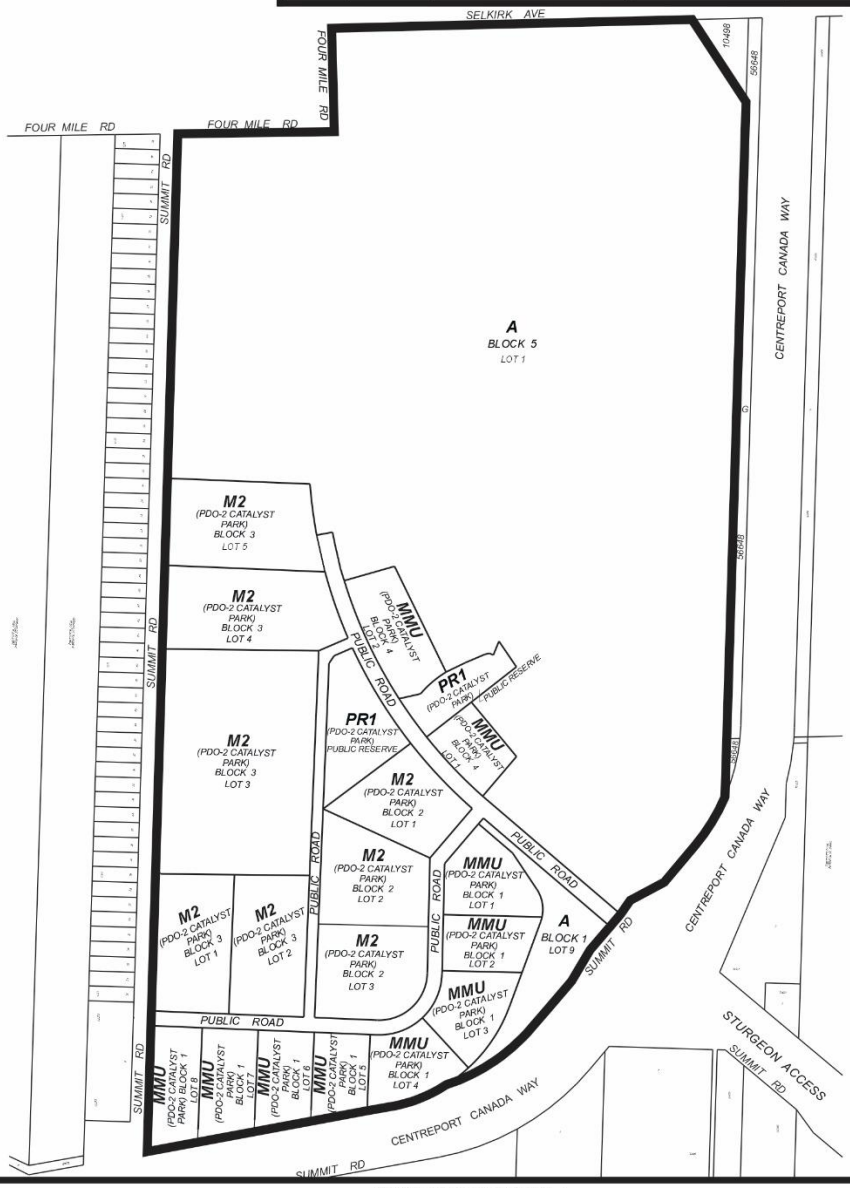
Atlas Sheet No. **X13**

N

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 at 2355 SUMMIT ROAD AND LANDS BOUND BY FOUR MILE ROAD AND SELKIRK AVENUE TO THE NORTH, CENTREPORT CANADA WAY TO THE EAST AND SUMMIT ROAD TO THE SOUTH AND WEST (CATALYST PARK – PHASE 1) from an "A" AGRICULTURAL DISTRICT to the following zoning districts: "MMU PDO-2 CATALYST PARK" MANUFACTURING MIXED USE DISTRICT, "M2 PDO-2 CATALYST PARK" MANUFACTURING GENERAL DISTRICT, "A" AGRICULTURAL DISTRICT and "PR1 PDO-2 CATALYST PARK" PARKS AND RECREATION 1 DISTRICT, to facilitate the establishment of the lot and block plan, public right-of-ways and public reserve land for future mixed use development as phase one of the Catalyst Park industrial park.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

SCHEDULE C

CATALYST PARK PLANNED DEVELOPMENT OVERLAY 2 (PDO-2 CATALYST PARK)

Purpose

1. The purpose of this overlay is to establish the zoning framework for the development of the Phase 1 lands within Catalyst Park, located within the larger 688.82-acre site at CentrePort Canada, in accordance with the Airport Area West Industrial Secondary Plan. Lands within the Phase 1 boundary are to be zoned in accordance with this Overlay

Land Use Objectives

2. The PDO-2 organizes Catalyst Park into six distinct Areas:

   a. **Area 1 - Central Campus:** Intended to support a mixed-use environment with light industrial, commercial, and community services uses. Development within this area is intended to create an amenity-rich setting designed to support business activity and workforce needs. The lands within **Area 1: Central Campus** have a base zoning designation of **MMU - Manufacturing Mixed Use**,

   b. **Area 2 - Distribution and Manufacturing Campus:** Intended for advanced manufacturing and logistics uses. The intent is to promote high-efficiency industrial clustering. The lands within **Area 2 - Distribution and Manufacturing Campus** have a base zoning designation of **M2 - Manufacturing General**

   c. **Area 3 - Expressway Commerce:** Intended for high-visibility corridor services along CentrePort Canada Way; intended to accommodate business park and light industrial activities. The lands within **Area 3 - Expressway Commerce** have a base zoning designation of **MMU - Manufacturing Mixed Use**

   d. **Area 4 – Public Reserve and Pond:** Intended for public reserve and drainage purposes, including dry ponds, associated park space, and existing water features such as creeks. The lands within **Area 4 – Public Reserve and Pond** have a base zoning designation of **PR1 – Parks and Recreation 1 (Neighbourhood)**.

   e. **Area 5 - Distribution and Manufacturing Campus - Defined:** Intended for advanced manufacturing and logistics uses, similar to the broader Distribution and Manufacturing Campus, but with a more limited range of permitted uses. The intent

is to support high-efficiency industrial clustering while applying additional restrictions to ensure compatibility with surrounding areas. The lands within **Area 5 - Distribution and Manufacturing Campus - Defined** have a base zoning designation of **M2 - Manufacturing General**.

f. **Area 6 - Expressway Commerce - Node:** Intended for high-visibility corridor services along CentrePort Canada Way intended to accommodate commercial uses, business park, and light industrial activities. The lands within **Area 6 - Expressway Commerce - Node** have a base zoning designation of **MMU - Manufacturing Mixed Use**

Applicability

3. This PDO-2 applies exclusively to the designated Catalyst Park lands, defined by boundaries north and west of CentrePort Canada Way, east of Summit Avenue, and south of Selkirk Avenue as shown on the attached map identified as Map 1: PDO-2 CATALYST PARK LANDS.

Development Standards

4. Except to the extent modified by the standards in this overlay, all standards of this By-law apply within the boundaries shown on Map 1.

5. Where there is a conflict between the provisions of this PDO and the underlying provisions of this By-law, the provisions of the PDO prevail.

Site Plan Approval

6. Any proposed development, redevelopment, expansion, or free standing signage visible from a public street within the PDO-2 Catalyst Park overlay district is subject to site plan approval and any development, redevelopment, expansion, or free standing signage must be approved by the Director in accordance with this section prior to the issuance of a development permit.

Site Plan Approval Process

7(1) The Director shall make decisions on site plan approval applications.

7(2) The applicable Community Committee may approve urban design guidelines, standards, or criteria that are generally consistent with the Airport Area West Industrial Secondary Plan and this overlay.

7(3) In making decisions on plan approval applications, the Director must consider the requirements in this section and applicable standards in this overlay, in addition to the Airport Area West Industrial Secondary Plan any urban design guidelines, standards, or criteria approved by the applicable Community Committee.

7(4) Plan approval shall include site plans, elevations, landscape plans, freestanding signage plans, and fencing details.

Dimensional Standards

8. The following dimensional standards apply to all lots within the PDO area

(a) For lots with rear yards abutting CentrePort Canada Way and front yards oriented to an internal road:

i. rear yard setback of 125 feet

(b) . For lots abutting retention ponds

(i) rear yard setback of 75 feet

(j) The Director of Water and Waste may reduce the minimum yard requirement set out in clause (i) if he/she concludes the safety of people and property would not be unduly compromised by such reduction.

(c) For lots with property lines abutting public parks

(i) Front yard setback of 10 feet from abutting park lands

(j) Rear yard setback of 10 feet from abutting park lands

(k) Side yard setbacks of 10 feet from abutting park lands

Area 1 – Central Campus

Applicability

9. The PDO-2 Catalyst Park Central Campus is shown on Map 1 as Area 1.

Prohibited Use Regulations

10. Notwithstanding other provisions of this By-law, in the PDO-2 Catalyst Park Central Campus Area, the following uses shall be prohibited and not allowed as principal, conditional, accessory, or temporary uses:

(a) Place of Worship
(b) College or University
(c) Hospital
(d) Towing and Storage Facilities
(e) Adult service or entertainment establishment
(f) Pawnshop
(g) X rated store

Permitted Use Regulations

11. Notwithstanding other provisions of this By-law, in the PDO-2 Catalyst Park Central Campus Area, the following principal uses shall be permitted in addition to the permitted and conditional uses of the underlying MMU zoning district:

(a) Contractor's establishment

Conditional Use Regulations

12. Notwithstanding other provisions in the By-law, in the PDO-2 Catalyst Park Central Campus area, the following principal uses shall be **conditional**:

(a) Retail sales (unless otherwise listed)
(b) Auction yard
(c) Landscape or garden supplies
(d) Supermarket
(e) Personal Services
(f) Amusement enterprise, indoor
(g) Auto/light truck/motorcycle, sales and service
(h) Sports or entertainment arenas and stadiums, indoor
(i) Amusement enterprise, outdoor

Use Specific Standards

11. Regardless of whether a use is allowed as a permitted or conditional use in the PDO2 Catalyst Park Central Campus area, the following additional standards must be met in respect of the uses identified, except as authorized by other sections of this By-law or by a conditional use or variance order:

Personal Services

(a) Personal Services are limited to a maximum of 5,000 square feet of gross floor area

Farmer's Markets

(b) Farmer's Markets may occur during any month of the year

Office

(c) Office uses are limited to a maximum of 55,000 square feet of gross floor area

Area 2 – Distribution and Manufacturing Campus

Applicability

12. The PDO-2 Catalyst Park Distribution and Manufacturing Campus is shown on Map 1 as Area 2.

Prohibited Use Regulations

13. Notwithstanding other provisions of this By-law, in the PDO-2 Catalyst Park Distribution and Manufacturing Campus area, the following uses shall be prohibited and not allowed as principal, conditional, accessory, or temporary uses:
    (a) Jail/detention centre
    (b) Place of worship
    (c) Gallery/museum
    (d) Hotel or motel
    (e) Animal hospital or veterinary clinic
    (f) Hospital
    (g) Kennel
    (h) Personal services
    (i) Adult service or entertainment establishment
    (j) Pawnshop
    (k) X-Rated Store
    (l) Crematorium

Permitted Use Regulations

14. Notwithstanding other provisions of this By-law, in the PDO-2 Catalyst Park Distribution and Manufacturing Campus area, the following principal uses shall be permitted in addition to the permitted and conditional uses of the underlying M2 zoning district:
    (a) Community Gardens
    (b) Grain Elevators

Conditional Use Regulations

15. Notwithstanding other provisions in the By-law, in the PDO-2 Catalyst Park Distribution and Manufacturing Campus area, the following principal uses shall be **conditional**:
    (a) Amusement enterprise, outdoor
    (b) Amusement enterprise, indoor
    (c) Landscape and garden supplies
    (d) Auto/light truck/motorcycle sales and rental
    (e) Heavy Manufacturing

Use Specific Standards

16. Regardless of whether a use is allowed as a permitted or conditional use in the PDO2 Catalyst Park Distribution and Manufacturing Campus area, the following additional standards must be met in respect of the uses identified, except as authorized by other sections of this By-law or by a conditional use or variance order:

Personal Services

(a) Personal Services are limited to a maximum of 5,000 square feet of gross floor area

Auction Yards

(b) Outside operations are not permitted

Office

(c) Office uses shall be limited to a maximum of 20,000 square feet of gross floor area

Retail and Commercial Sales and Service

(d) Retail, and Commercial Sales and Service uses accessory to a light or heavy manufacturing use are limited to 5,000 square feet of gross floor area.

Area 3 – Expressway Commerce

Applicability

17. The PDO-2 Catalyst Park Expressway Commerce area is shown on Map 1 as Area 3.

Prohibited Use Regulations

18. Notwithstanding other provisions of this By-law, in the PDO-2 Catalyst Park Expressway Commercial area, the following uses shall be prohibited and not allowed as principal, conditional, accessory, or temporary uses:
    (a) Place of Worship
    (b) College or University
    (c) Hospital
    (d) Towing and storage facility
    (e) Adult service or entertainment establishment
    (f) Pawnshop
    (g) X-Rated store

Permitted Use Regulations

19. Notwithstanding other provisions of this By-law, in the PDO-2 Catalyst Park Expressway Commerce area, the following principal uses shall be permitted in addition to the permitted and conditional uses of the underlying MMU zoning district:
    (a) Contractor's establishment
    (b) Heavy equipment sales, services, and rental

Conditional Use Regulations

20. Notwithstanding other provisions in the By-law, in the PDO-2 Catalyst Park Expressway Commerce area, the following principal uses shall be **conditional**:
    (a) Retail sales (unless otherwise listed)
    (b) Auction room
    (c) Landscape or garden supplies
    (d) Supermarket
    (e) Personal Services
    (f) Amusement enterprise, indoor
    (g) Auto/light truck/motorcycle, sales and service
    (h) Sports or entertainment arenas and stadiums, indoor
    (i) Amusement enterprise, outdoor

Use Specific Standards

21. Regardless of whether a use is allowed as a permitted or conditional use in the PDO2 Catalyst Park Distribution and Manufacturing Campus area, the following additional standards must be met in respect of the uses identified, except as authorized by other sections of this By-law or by a conditional use or variance order:

Personal Services

(a) Personal Services are limited to a maximum of 5,000 square feet of gross floor area

Office

(b) Office uses shall be permitted to a maximum of 55,000 square feet of gross floor area

Area 4 – Public Reserve and Pond

NA

Area 5 – Distribution and Manufacturing Campus – Defined

Applicability

22. The PDO-2 Catalyst Park Expressway Commerce area is shown on Map 1 as Area 5.

Prohibited Use Regulations

23. Notwithstanding other provisions of this By-law, in the PDO-2 Catalyst Park Distribution and Manufacturing Campus - Defined area, the following uses shall be prohibited and not allowed as principal, conditional, accessory, or temporary uses:
    (a) Community/recreation centre
    (b) Commercial school
    (c) Park/plaza/square/playground
    (d) Day care centre
    (e) Place of worship
    (f) Gallery/museum
    (g) Hotel or motel

(h) Hospital
(i) Drinking establishment
(j) Restaurant
(k) Call centre
(l) Personal services
(m) Car wash
(n) Drive-in/drive thru
(o) Parking, structure
(p) Parking, surface
(q) Adult service or entertainment establishment
(r) Pawnshop
(s) X-Rated store

Permitted Use Regulations

24. Notwithstanding other provisions of this By-law, in the PDO-2 Catalyst Park Distribution and Manufacturing Campus - Defined area, the following principal uses shall be permitted in addition to the permitted and conditional uses of the underlying M2 zoning district:
    (a) Grain Elevators

Conditional Use Regulations

25. Notwithstanding other provisions in the By-law, in the PDO-2 Catalyst Park Distribution and Manufacturing Campus- Defined area, the following principal uses shall be **conditional**:
    (a) Amusement enterprise, indoor
    (b) Amusement enterprise, outdoor
    (c) Craft Brewery, distillery or winery
    (d) Office
    (e) Auto/light truck/motorcycle sales and rental
    (f) Landscape or garden supplies
    (g) Heavy Manufacturing

Use Specific Standards

26. Regardless of whether a use is allowed as a permitted or conditional use in the PDO2 Catalyst Park Distribution and Manufacturing Campus - Defined area, the following additional standards must be met in respect of the uses identified, except as authorized by other sections of this By-law or by a conditional use or variance order:

Auction Yard

(a) Outside operations are not permitted

Office

(b) Office uses shall be limited to a maximum of 20,000 square feet of gross floor area

Retail and Commercial Sales and Service

(c) Retail, and Commercial Sales and Service uses accessory to a light or heavy manufacturing use are limited to 5,000 square feet of gross floor area.

Personal Services

(d) Personal Services are limited to a maximum of 5,000 square feet of gross floor area

Area 6 – Expressway Commercial Node

Applicability

27. The PDO-2 Catalyst Park Expressway Commercial Node area is shown on Map 1 as Area 6.

Prohibited Use Regulations

28. Notwithstanding other provisions of this By-law, in the PDO-2 Catalyst Park Expressway Commercial Node area, the following uses shall be prohibited and not allowed as principal, conditional, accessory, or temporary uses:

    (a) Place of Worship
    (b) College or University
    (c) Hospital
    (d) Towing and storage facility
    (e) Adult service or entertainment establishment
    (f) Pawnshop
    (g) X-Rated store

Permitted Use Regulations

29. Notwithstanding other provisions of this By-law, in the PDO-2 Catalyst Expressway Commercial Node area, the following principal uses shall be permitted in addition to the permitted and conditional uses of the underlying MMU zoning district:
    (a) Contractor's establishment
    (b) Heavy equipment sales, services, and rental

30. Conditional Use Regulations

31. Notwithstanding other provisions in the By-law, in the PDO-2 Catalyst Park Expressway Commercial Node area, the following principal uses shall be **conditional**:
    (a) Retail sales (unless otherwise listed)
    (b) Auction room
    (c) Landscape or garden supplies
    (d) Supermarkets
    (e) Personal Services
    (f) Amusement enterprise, indoor
    (g) Auto/light truck/motorcycle, sales and service
    (h) Sports or entertainment arenas and stadiums, indoor
    (i) Amusement enterprise, outdoor

Use Specific Standards

32. Regardless of whether a use is allowed as a permitted or conditional use in the PDO2 Catalyst Park Expressway Commercial Node area, the following additional standards must be met in respect of the uses identified, except as authorized by other sections of this By-law or by a conditional use or variance order:

Personal Services

(a) Personal Services are limited to a maximum of 5,000 square feet of gross floor area

Auction Yard

(e) Outside operations are not permitted

Amusement Enterprise, Indoor

(f) Indoor amusement enterprise establishments are limited to 10,000 square feet of gross floor area, except sport, fitness and wellness centres which are limited to 60,000 square feet of gross floor area.

Office

(g) Office uses shall are limited to a maximum of 55,000 square feet of gross floor area

Retail Sales (Unless Otherwise Listed)

(h) Retail sales (unless otherwise listed) are limited to a maximum of 40,000 square feet of gross floor area

Map 1: PDO-2 CATALYST PARK LANDS

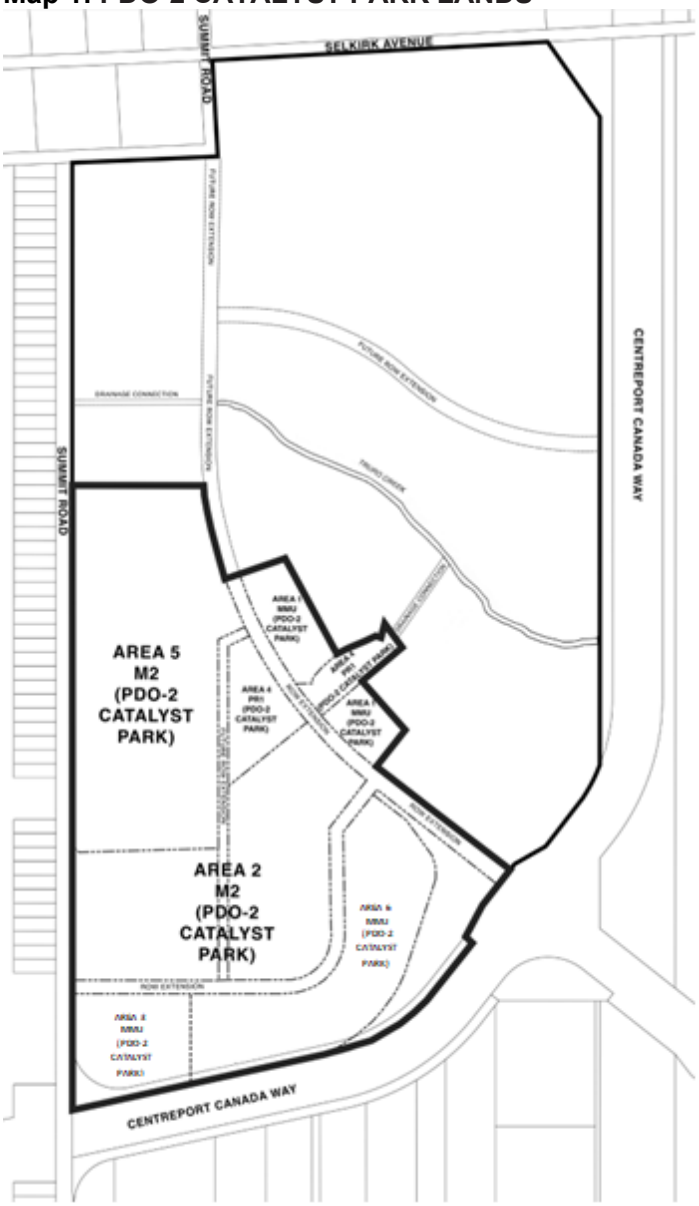


Exhibit “9” referred to in File DASZ 6/2026

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

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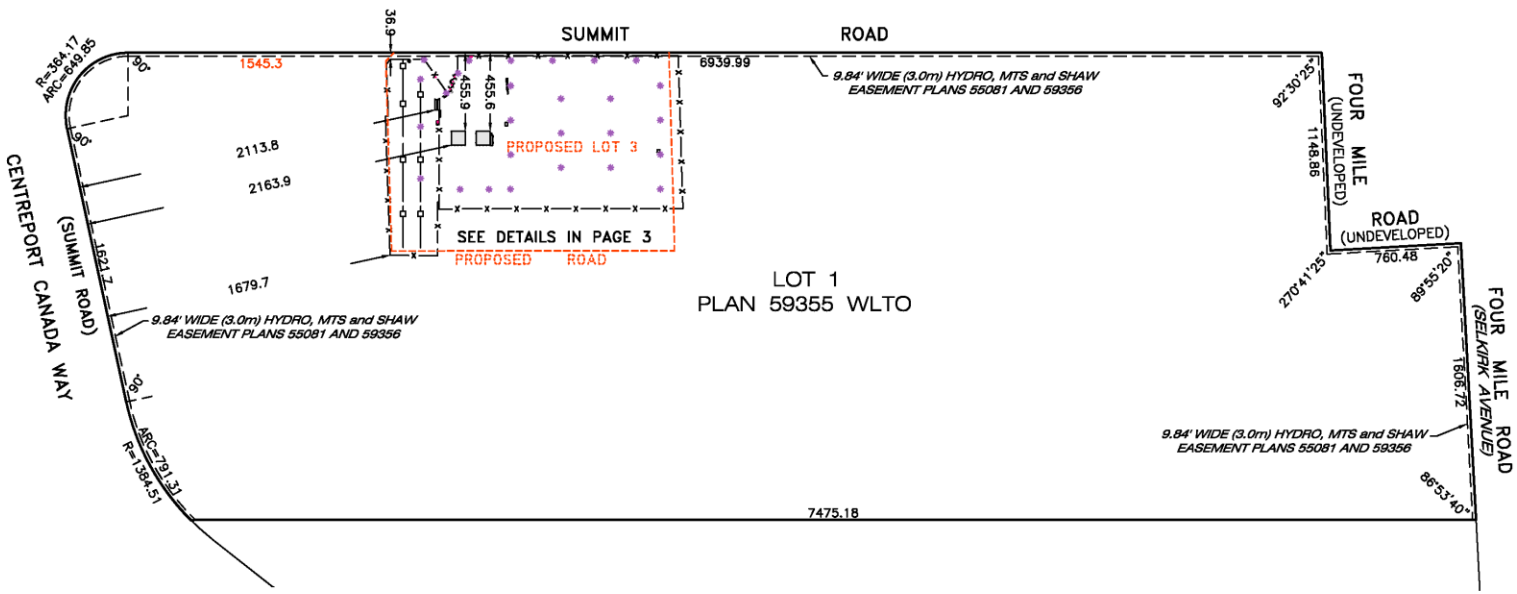
This document is not an official survey unless it bears the signature (in blue ink) and/or seal of the Manitoba Land Surveyor whose authority it was prepared under. The acts and by-laws that regulate the land surveying profession prevents Barnes & Duncan from issuing copies of documents older than 6 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: DASZ 6/2026
SHEET # 1 OF 3
DATE: June 17, 2026

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

BARNES & DUNCAN 1906
SURVEYING, ENGINEERING & PLANNING

6 Donald Street
Winnipeg, MB
R3L 0K6

180-A, 5th Street
Morden, MB
R6M 1C9

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

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THIS DOCUMENT IS NOT VALID UNLESS ORIGINALLY SIGNED AND SEALED BY THE MANITOBA LAND SURVEYOR

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

Page 2 of 3

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Sketch of Surveyor's Building Location Certificate
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ZONING AND PERMIT BRANCH
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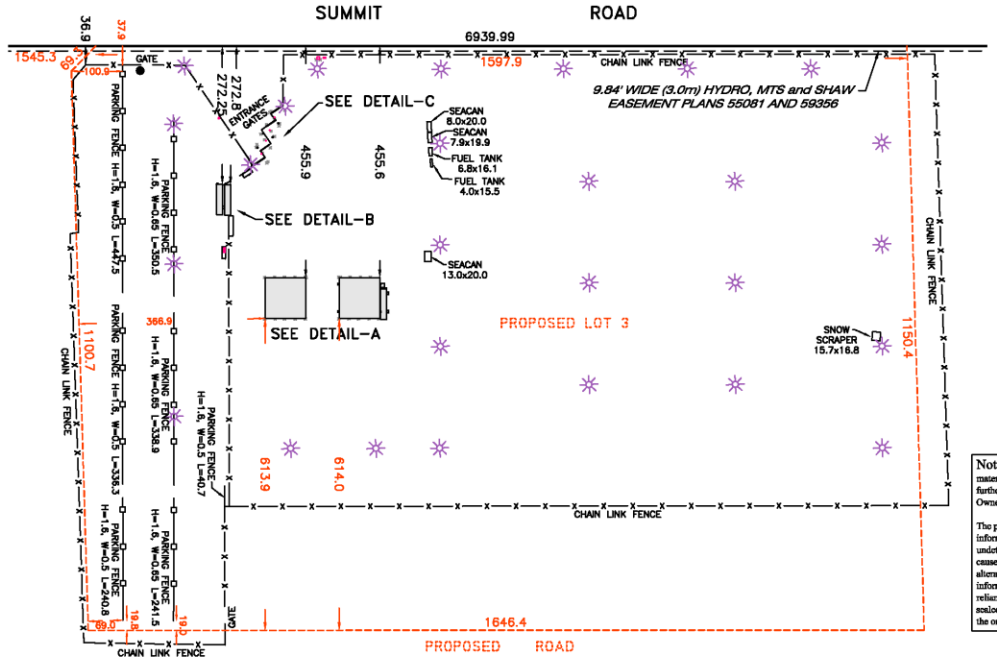
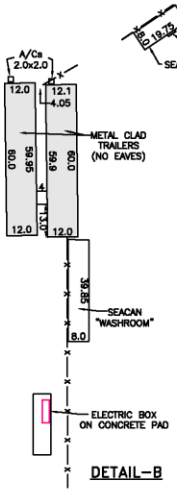
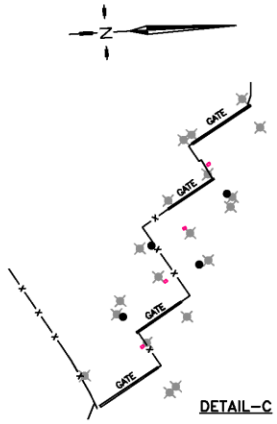
CONNECTION WITH: DASZ 6/2026
SHEET # 2 OF 3
DATE: June 17, 2026





DETAIL-B



DETAIL-C

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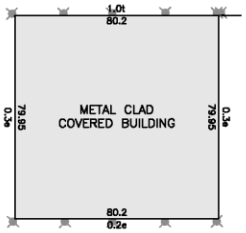
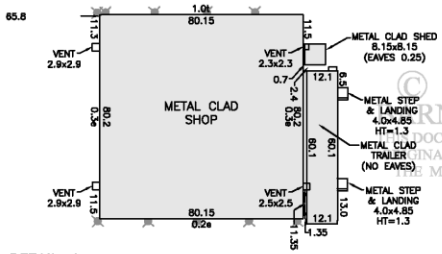
SKETCH - all distances are in feet and decimals of a foot.

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





DETAIL-A

Signed & Sealed

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

BARNES & DUNCAN 1906
SURVEYING, ENGINEERING & PLANNING
6 Donald Street Winnipeg, MB R3L 0K6
180-A, 5th Street Morden, MB R6M 1C9

Our File: 25-1951
Acad dwg: 25-1951 BLC IMP REV01
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Drafter: HT

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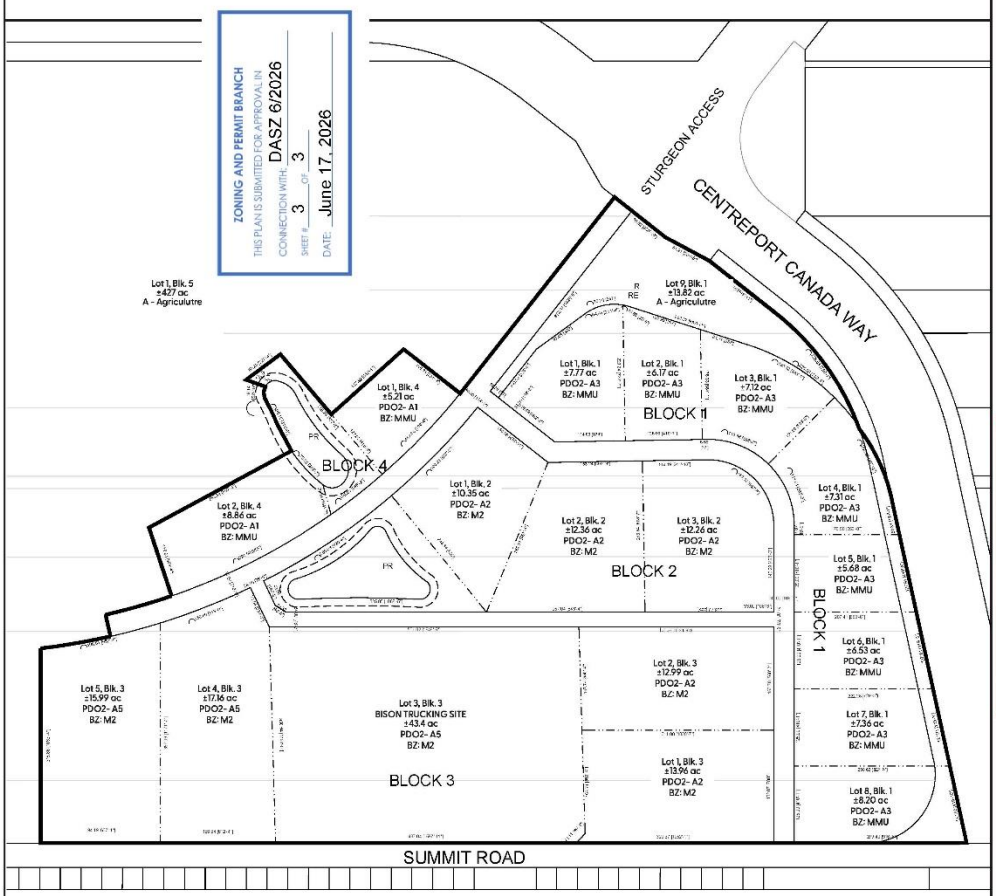
Schedule B
Subdivision Plan (Phase One)

File No. XXXX-XX

Saskatchewan North

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.



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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%

Scale: Metres
Date: 06/03/2026

MRA planning + development