

Rural Municipality of Rosser

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January 5, 2010

Mr. Glen Laubenstein
Chief Administrative Officer
City of Winnipeg
3rd Floor – 510 Main St.
Winnipeg, MB
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Dear Mr. Laubenstein:

By correspondence of May 12, 2009 to Ms. Linda McFayden, Deputy Minister of Intergovernmental Affairs (now the Department of Local Government), you outlined a brief proposal wherein the City of Winnipeg would annex all that portion of the R.M. of Rosser lying within the defined CentrePort area. The R.M. of Rosser was copied on the correspondence.

In a series of communications with your office since the above noted letter, Rosser indicated that discussions on such a dramatic solution as put forward in your proposal were in our view premature. We have consistently stated that when certain information and events critical to the CentrePort development, (e.g. the "Manitoba Development Plan for CentrePort Lands", the establishment of functioning CentrePort administration, public consultation, etc.) came on stream, Rosser would work with all involved parties to design a process for the provision of municipal government services uniquely tailored to achieve the objectives of CentrePort Canada.

The R.M. of Rosser notes that through the efforts of CentrePort partners over the past number of months much progress has been made in fleshing out a vision of future land development in the CentrePort area. A draft of the Manitoba Development Plan for CentrePort Lands has now been endorsed in principle by the Plan's Steering Committee. The land use pattern and a staging thereof have been identified; the general routing of CentrePort Canada Way has been determined; and a series of Open Houses conducted by the Plan consultants, as well as independent consultations of Rosser ratepayers, has occurred. In addition, CentrePort Canada has moved to establish its administrative structure and productive discussions have been held with both Board members and the new President and CEO. In summary, although information on the size, costs, and timing of the extension of sewer and water trunk services into the area remains sketchy, the R.M. of Rosser is of the view that enough information is now in hand that meaningful discussions on municipal administration options can now be held. We offer our suggestions herein.

The R.M. of Rosser is aware that although full development of CentrePort lands is projected to extend over a 30-50 year timeline, there are nevertheless 2 priority issues that must be addressed in order to expedite development opportunities over the short to midterm. The first is to have an ample supply of municipally-serviced, or serviceable, lands that can potentially be made available for CentrePort-targeted development. A second priority is to have an administrative process in place that can address issues of planning, development permits, etc. in a fashion that is as streamlined and expeditious as possible. Over the longer term, administrative flexibility will also be important, to ensure that CentrePort partners can readily adjust to both evolving municipal administrative needs, as well as unforeseen immediate opportunities as and when these arise. From the above we respectfully put forward the following:

In order to extend sewer and water trunk lines into the prioritized areas south and west of the airport in the most time efficient manner, the R.M. of Rosser offers the City of Winnipeg free easements across all Rosser-owned or controlled lands within the CentrePort area, for this purpose. Rosser additionally commits to work with Winnipeg to facilitate any additional agreements with current landowners in the area that Winnipeg may require to install the trunk lines.

Further, the R.M. of Rosser commits to placing no requests for tie-ins off the new trunk lines, to service adjoining lands within the R.M. of Rosser, until such time as both municipalities deem it to be desirable and feasible.

2. The R.M. of Rosser recommends that immediate consideration be given to the establishment of a “Special Planning Area”, under the Planning Act, to provide defined planning and development services within the area.

It is recommended that the “Board” of such a Special Planning Area include representation from the R.M. of Rosser, the City of Winnipeg, CentrePort Canada, and the Winnipeg Airport Authority.

It is further recommended that some portion of permit revenues derived from development on the lands within the Special Planning Area be made available as an ongoing revenue source to CentrePort Canada. The portion percentage of such revenues would be a matter of discussion between the respective parties.

3. Since virtually all lands proposed for short to mid-term serviced development fall within the City of Winnipeg, and said lands can be most expeditiously serviced by Winnipeg under the above recommended processes, the R.M. of Rosser recommends that no annexation programs be considered at this time. “Dry-land” development opportunities could continue to be accommodated within the R.M. of Rosser in accordance with an approved Manitoba Development Plan for CentrePort Lands.
4. In light of the projected decades-long absorption rates of developed lands in this inland port area, it is recommended that the involved parties commit to the drafting of a framework agreement by which future alterations to the proposed municipal administration of these lands could be readily accommodated. Such an agreement might include defined threshold rates of land absorption which could trigger further administrative changes as and when they prove necessary.

In acknowledging the speculative characteristics of inland port development and the contentious nature of annexation initiatives, prudence dictates that such initiatives be brought forward only when measurable land pressures confirm that they are necessary. Creation of an adversarial relationship among key CentrePort partners at this time is not in the best interests of the CentrePort development.

The R.M. of Rosser has a long and successful land use planning history, characterized by working cooperatively with the Province of Manitoba and the Winnipeg Airport Authority, in protecting lands for future airport-related development. We are confident that this approach can offer similar beneficial results in achieving the goals of CentrePort Canada.

We respectfully provide the above background and recommendations for the consideration and comment of all involved parties and look forward to discussions on this proposal.

Yours truly,



Alice Bourgouin, Reeve
Rural Municipality of Rosser

cc Prov. Of MB (Linda McFayden),
CentrePort Canada Inc. (Diane Gray),
Winnipeg Airport Authority (Barry Rempel),
Mayor Katz, City Council
