Agenda – Riel Community Committee – June 2, 2026

HEARINGS

Item No. 3 **Proposed Closing of Public Lane Between Craddock Avenue and Chesterfield Avenue**
(St. Vital Ward)
File DAC 1/2026

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

That the proposed lane closing under File No. DAC 1/2026 not be proceeded with.

Agenda – Riel Community Committee – June 2, 2026

File:	DAC 1/2026
Applicant:	Khokhar Law Group
Premises Affected:	Public Lane Between Craddock Avenue and Chesterfield Avenue
Exhibits Filed:	1. Report from the Real Property Officer dated May 15, 2026 2. Inspection Report

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

Moved by Councillor

That the recommendation of the Winnipeg Public Service be / not be concurred in and forwarded to the Standing Policy Committee on Property and Development.

ADMINISTRATIVE REPORT

Title: Proposed Closing of Public Lane between Craddock Avenue and Chesterfield Avenue – File No. DAC 1/2026

Critical Path: Riel Community Committee – Standing Policy Committee on Property and Development – Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Villamor	H. Borys		

EXECUTIVE SUMMARY

Khokhar Law Group, on behalf of the owner of 1131 St. Mary's Road, has applied to close a Public Lane (lane). This lane is located between Craddock Avenue and Chesterfield Avenue. The proposed lane closing is shown on Misc. Plan 16328 and the Aerial Diagram attached to this report (see Appendices B and C). The owner wants to close and purchase the lane to incorporate into a redevelopment of 1131 St. Mary's Road and property east of the lane.

On May 22, 2025, Council approved the closing of a portion of Craddock Avenue, subject to certain conditions, under file DAC 1/2025. The conditions to close the portion of Craddock Avenue have not yet been met and remain separate from this report. The application was made on behalf of the same owner that is subject to this report.

The Public Service does not support the proposed lane closing.

Should Council approve the proposed lane closing, conditions of approval (Administrative and Utility Comments) are outlined in Appendix A.

RECOMMENDATIONS

That the proposed lane closing under File No. DAC 1/2026 not be proceeded with.

REASON FOR THE REPORT

All street and lane closings must be considered by the Community Committee.

Council approval is required for all closings of streets, lanes, and public rights-of-way.

IMPLICATIONS OF THE RECOMMENDATIONS

All costs associated with the proposed lane closing are the responsibility of the Purchaser or (assignee). There are no financial implications for the City.

If the recommendations of this report are approved, net proceeds from the sale will be deposited in the Land Operating Reserve.

HISTORY/DISCUSSION

Khokhar Law Group, on behalf of the owner of 1131 St. Mary's Road, has applied to close the Public Lane (lane) located between Craddock Avenue and Chesterfield Avenue. The proposed lane closing is shown on Misc. Plan 16328 and the Aerial Diagram attached to this report (see Appendices B and C). The owner is desirous of closing and purchasing the lane for incorporation into a larger development including 1131 and 1141 St. Mary's Road, a portion of Craddock Avenue as well as some property on the north side of Craddock, east of the subject lane.

On May 22, 2025, Council approved the closure of a portion of Craddock Avenue, east of St. Mary's Road, subject to certain conditions, under DAC 1/2025. The conditions to close the portion of Craddock Avenue have not yet been met and remain separate from this report. Both DAC 1/2025 and DAC 1/2026 have been made on behalf of related companies operating together as the Ifantis Group.

The Ifantis Group plans to remove their existing restaurant buildings at 1131 and 1141 St. Mary's Road and redevelop the combined properties as a larger future project. As part of this plan, the Ifantis Group has requested the proposed lane closing to allow for a more coordinated redevelopment of the site.

If Council approves the proposed lane closing, the Ifantis Group has intentions to make further applications to support construction of a mixed-use building that includes both commercial and residential units. The proposed future development is intended to include community-serving uses such as a grocery store, pharmacy, and medical clinic.

Plan No. 1868 registered in the Winnipeg Land Titles Office on July 25, 1912, legally opened the public lane. Plan No. 25998 registered in Winnipeg Land Titles Office on November 26, 1990, legally widened a portion of the public lane. Plan No. 41448 registered in Winnipeg Land Titles Office on March 25, 2003, legally widened another portion of the public lane.

Manitoba Hydro/Centra Gas, BellMTS and Rogers Communications Canada Inc. has comments and/or conditions for approval of the proposed lane closing are detailed on Appendix A attached.

Bell Canada, Telus Communications, Crown Pipeline Ltd., Fibre.Ca Inc., Flexnetworks and Imperial Oil and Exxon Mobil have indicated that they have no concerns or objections.

Teraspan Networks Inc., TC Energy, Canadian National Railway Company, Canadian Pacific Railway Company, did not respond to the request for comment on this application.

The Public Service does not support the proposed lane closing.

The Public Service would support closing only the southern portion of the proposed lane. This option maintains necessary access and service through the land from the north of Chesterfield Avenue while addressing the concerns raised by the respective departments. The reasons for this position are outlined below:

Water and Waste Department (WWD)

Solid Waste Services

If the proposed lane is closed, a safe turnaround area must be built at the new dead end of the east–west public lane. This space must be large enough for waste collection vehicles to turn around using a three-point turn and should be at least the length of one collection vehicle.

This turnaround is required so waste collection can continue for the homes at 34 Craddock Avenue and 45 Craddock Avenue. Solid Waste Services does not support the proposed lane closing without a clear and workable plan to allow collection vehicles to turn around safely.

Engineering Services Division

The Engineering Services Division at WWD does not support the proposed lane closing because important underground services are located within it. There is an existing 250mm Land Drainage Sewer (LDS) and 250mm Wastewater Sewer Main (WWS) within the proposed lane closing, both of which are needed to drain the area and nearby properties.

The City needs space within the proposed lane closing to access, repair, and maintain WWD infrastructure. Closing the entire lane would limit the City's ability to do this work safely.

However, the Engineering Services Division at WWD does support closing only the southern portion of the public lane.. WWD has no infrastructures located in the southern portion of the proposed lane closing.

Public Works Department

Transportation Division

The portion of the proposed lane closing that is north of the existing east–west public lane must remain open to allow for proper traffic movement and access. This northern portion of the lane may also be needed in the future to provide access for new development of the surrounding land.

Public Works has met with the Purchasers and advised them that the proposed lane closing is not supported at this time. Support will only be considered once all residential properties on the south side of the east–west section of Craddock Avenue has been acquired.

Public Works does, however, support closing only the southern portion of the public lane.

Should Council approve the proposed street closing, conditions of approval (administrative and utility comments) are outlined in Appendix A.

CONSULTATION

This Report has been prepared in consultation with:
Legal Services Department (as to legal issues)
Water and Waste Department
Public Works Department - Transportation Division
Fire Paramedic Services
Planning, Property and Development Department

OURWINNIPEG POLICY ALIGNMENT

The proposed lane closing does not contravene with any of the goals, objectives and policy priorities of OurWinnipeg development Plan.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

The proposed lane closing does not contravene with any of the Strategic Opportunities and Key Directions in the Climate Action Plan.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Poverty Reduction Strategy (PRS) and its Goals and Objectives, and it was determined that the PRS is not applicable to this specific report.

SUBMITTED BY

Department: Planning, Property and Development Department
Division: Real Estate and Land Development
Prepared by: Danielle Villamor
Date: May 15, 2026
File No: DAC 1/2026

Attachments:
APPENDIX A - Administrative & Utilities Comments
APPENDIX B - Miscellaneous Plan 16328
APPENDIX C - Aerial Diagram showing the proposed lane closing
APPENDIX D – Miscellaneous Plan 16328/3

APPENDIX A – ADMINISTRATIVE & UTILITIES COMMENTS

Should Council decide to approve the proposed lane closing, it is subject to the following conditions:

Geomatics and Land Information Services

- The Purchaser(s) or assignee(s) must submit or cause to have submitted a Development Application (DASZ) proposing a plan of subdivision creating two Lots, one Lot that consolidates a portion of the closed lane with the land currently held in Title 1971599/1, being Parcel A Plan 41967 and Lot 1 Plan 41448 and the second Lot consolidates the balance of the closed lane with the land currently held in Title 1937430/1, being Lot 31 Block 7 Plan 1868 and that uniform zoning is required for each Lot, as shown on Misc. Plan No. 16328/3 attached as Appendix D.

- The Purchaser(s) or assignee(s) is responsible for obtaining approval and meeting any necessary conditions in respect of the above noted Development Application.

- The Purchaser(s) or assignee(s) is responsible for all costs associated with the above-noted Development Application, the preparation of the plan of closing, plan of subdivision, any associated documents, and the registration of all necessary documents at the Winnipeg Land Titles Office to facilitate the legal closing and conveyance of the closed public right-of-way.

- The plan of closing mylars, closing by-law, land Transfer and any associated documents will be released together with the plan of subdivision and associated documents for registration in series at The Winnipeg Land Titles Office.

Water and Waste Department (WWD)

Solid Waste Services

- If the proposed lane closing is approved by Council; the legal opening of a public lane turnaround at the westerly terminus of the east west public lane, to the satisfaction of the Director of Public Works Department, is required to accommodate ingress and egress of waste collection vehicles.

Engineering Services Division

- If the proposed lane closing is approved by Council; WWD requires an easement over the full width of the proposed lane closing to allow the City to access and maintain the existing 250mm Land Drainage Sewer (LDS) and 250mm Wastewater Sewer Main (WWS) infrastructures.

- The WWD easement may be released upon consolidation of Lots 33, 34 and 45 Craddock Avenue and the east-west Public Lane. The Purchaser(s) or assignee(s) will take ownership of WWD infrastructures and will be required to abandon and disconnect WWD infrastructures at no expense to the City.

- WWD has no infrastructure located in the southern portion of the proposed lane closing.

Utilities Easements:

Manitoba Hydro/Centra Gas

Manitoba Hydro has identified easement requirement for a Statutory Easement Agreement.

- Any removal or relocation of the facilities required as a result of the proposed lane closing will be at the expense of the Purchaser(s) or assignee(s).

Rogers Communcation

Rogers has identified easement requirement for a Right-of-Way Agreement.

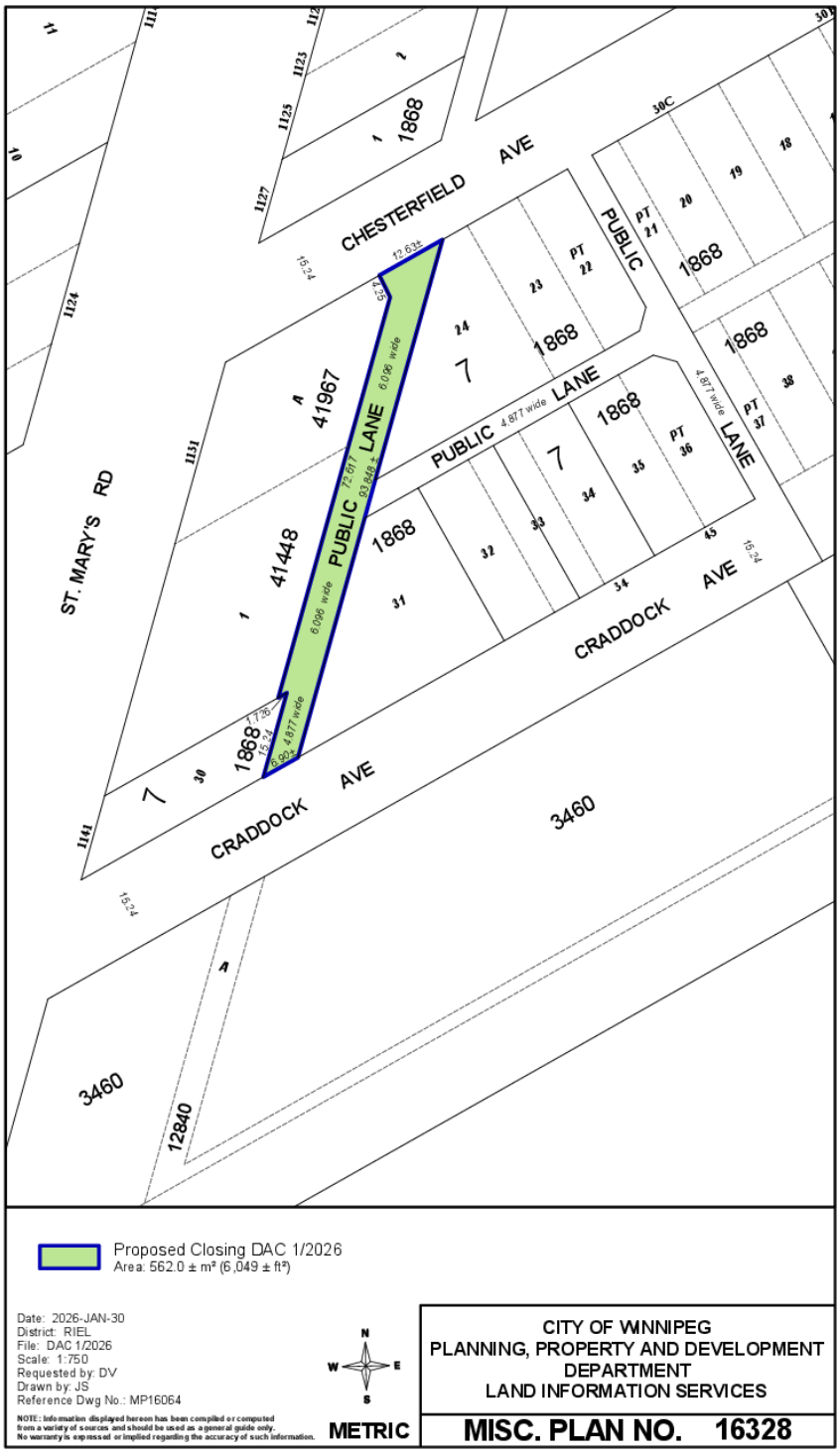
- Any removal or relocation of the facilities required as a result of the proposed lane closing will be at the expense of the Purchaser(s) or assignee(s).

BellMTS

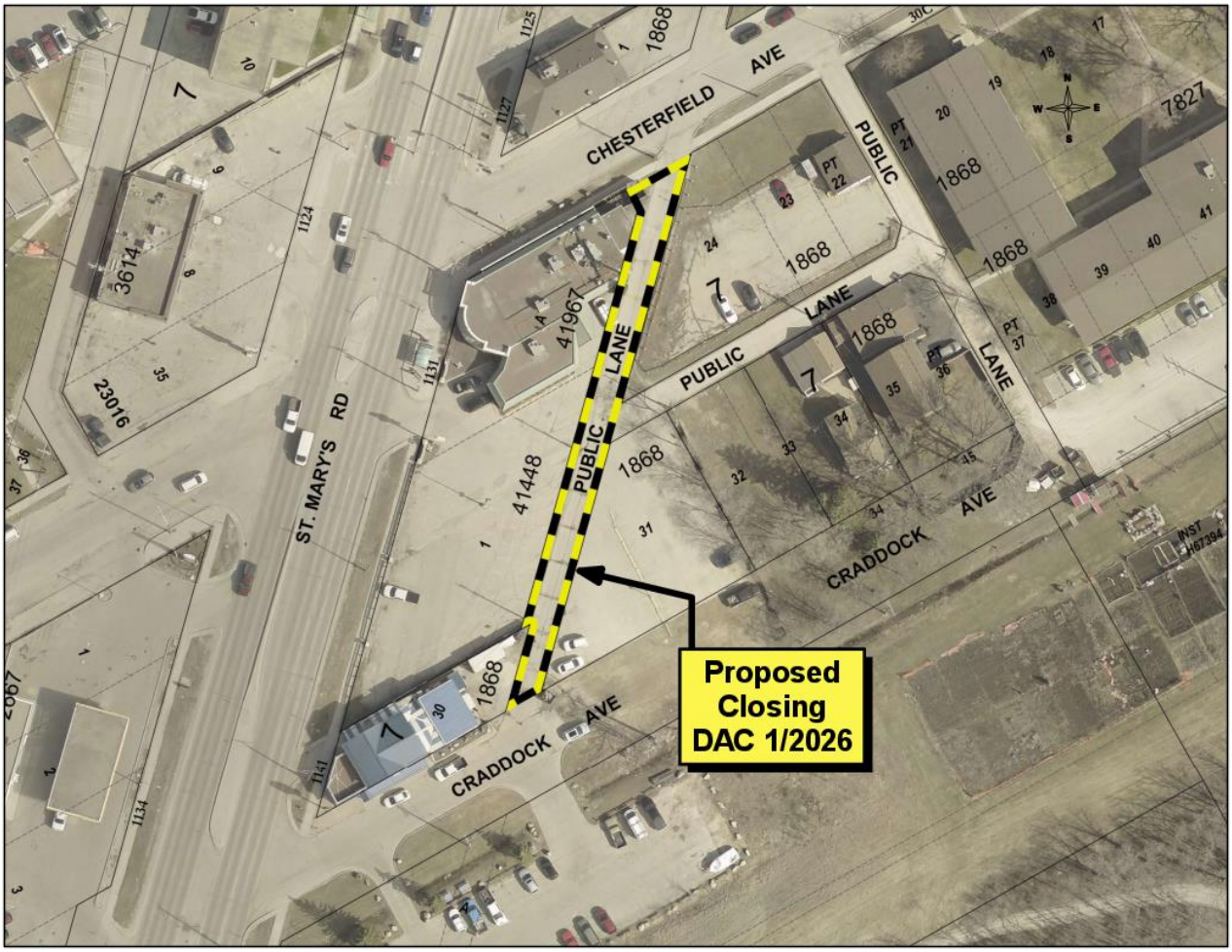
BellMTS has identified easement requirement for a Right-of-Way Agreement.

- Any removal or relocation of the facilities required as a result of the proposed lane closing will be at the expense of the Purchaser(s) or assignee(s).

APPENDIX B – MISC. PLAN NO. 16328



APPENDIX C – AERIAL DIAGRAM OF PROPOSED CLOSING



APPENDIX D - MISC. PLAN NO. 16328/3

