Agenda – Standing Policy Committee on Public Works – June 29, 2026

REPORTS

Item No. 13 **Access to Proposed Residential Building Located at 314 Regent Avenue West (Transcona Ward)**

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That the private access application on the south side of Regent Avenue West, as illustrated on the Site Plan in Appendix A, not be approved.

ADMINISTRATIVE REPORT

Title: Access to Proposed Residential Building Located at 314 Regent Avenue West

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	N/A	M. Dryburgh, acting for J. Dunford

EXECUTIVE SUMMARY

The Public Service has received an application to build a three-metre-wide private approach. The location is 314 Regent Avenue West.

The proposed private approach does not meet the City's current requirements, as per:

- The City of Winnipeg Private Access By-law No. 49/2008 – Section 19(c) and 19(e);
- Complete Communities Direction Strategy 2.0 - Goal 2, Policy 2.16.

For these reasons, the Public Service does not recommend approval of the application.

RECOMMENDATIONS

That the private access application on the south side of Regent Avenue West, as illustrated on the Site Plan in Appendix A, not be approved.

REASON FOR THE REPORT

The proposed private approach on the south side of Regent Avenue West is non-conforming under The City of Winnipeg Private Access By-law No. 49/2008, Section 19(c) and Section 19(e) namely:

> 19(c) unless the approach is a joint use approach to be used to access more than one property, an approach must not exist within 3 metres of the lot line of the adjacent property.
>
> 19(e) the private access must not be detrimental to the safe and efficient movement of vehicular and pedestrian traffic upon the adjacent street.

The proposed private approach on the south side of Regent Avenue West also does not align with the policies outlined in Complete Communities Direction Strategy 2.0, Established Neighbourhoods – Mature Communities, Goal 2, Policy 2.16 (Parking and Loading):

2.16: For properties with public lane access, vehicular access should be taken from the public lane in order to:

a) Reduce potential conflict between pedestrians using sidewalks and motor vehicles crossing the public right-of-way to access private property;
b) Preserve green space and protect existing trees that can be impacted by the establishment of front approaches and corresponding private driveways; and
c) Prevent fragmentation of the public boulevard in order to better accommodate on-street motor vehicle parking and public snow clearing.

Regent Avenue West is a Regional Street intended to accommodate large volumes of through traffic with minimal interruption. The presence of a sidewalk along the south side emphasizes its multimodal function. Private approaches serving single-family residential development introduce additional vehicle-vehicle and vehicle-pedestrian conflict points, which can reduce operational efficiency and adversely affect motorist and pedestrian safety.

Section 14 of the Private Access By-law requires that, when an application for a private access cannot be approved because it does not conform with sections 17 to 21 of the By-law, the Director must forward the application along with a report containing the Director's recommendations to the appropriate Council Committee for consideration. This Report represents the Director's compliance with this provision.

Please note that the Council Committee may only approve the application if:

a) conformity with the rules set out in sections 17 to 21 would be unreasonable in the circumstances, including the use to which the property is intended to be put;
b) the location and size of the proposed private access is reasonably required for the use to which the property is intended to be put; and
c) the location and size of the proposed private access would not be detrimental to the safe and efficient movement of vehicular and pedestrian traffic on the adjacent street.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no financial implications as a result of the recommendations in this report.

HISTORY/DISCUSSION

Regent Avenue West is a Regional Street intended to accommodate high volumes of through traffic with minimal interruption. Within the subject block, the roadway is 13.5 metres wide and lies within a 27.5-metre public right-of-way, which accommodates vehicular traffic as well as pedestrian facilities.

The subject property at 314 Regent Avenue West is currently developed with a single-family dwelling that obtains vehicular access from a public rear lane. The applicant proposes to demolish the existing dwelling and construct a new single-family dwelling with a private approach accessing Regent Avenue West.

The proposed private approach is non-conforming under The City of Winnipeg Private Access By-law, as it would be located directly on the east lot line of the property. The By-law requires a minimum 3.0-metre separation between a private approach and an adjoining lot line.

The proposed is also non-conforming, as private approaches must not be detrimental to the safe and efficient movement of vehicular and pedestrian traffic on the adjacent street.

The Public Service has reviewed the request and does not support approval of a private approach onto Regent Avenue West. There are 23 single-family residential properties on the south side of Regent Avenue West between Madeline Street and Winona Street, of which only three currently have direct access to the street. Approving an additional access would set an undesirable precedent and make it harder to limit driveway access along this Regional Street.

The minimum separation between a private approach and adjoining lot line is intended to reduce the likelihood of overlapping driveway movements between adjacent properties. If the adjoining property were to establish a private approach in the future, closely spaced accesses could result in conflicting turning movements, reduced visibility, and increased safety and operational concerns along the street.

Creating single family private approaches on Regional Streets presents safety and traffic concerns. Limiting private approaches helps reduce turning movements, improves pedestrian safety by minimizing conflict points, and supports efficient traffic operations. Additional approaches can negatively affect both safety and traffic flow on corridors such as Regent Avenue West.

The Public Service also does not support the front approach and requires all vehicular access be taken from the rear public lane as this does not align with the policies outlined in Complete Communities Direction Strategy 2.0, Established Neighbourhoods – Mature Communities, Goal 2, Policy 2.16 (Parking and Loading).

As outlined in Complete Communities Direction Strategy 2.0, Policy 2.16, vehicular access should be taken from a public rear lane where available to reduce pedestrian conflicts, minimize driveway crossings, preserve boulevard space, better accommodate on-street parking and snow clearing, and support the safe and efficient operation of the street.

The Planning, Property and Development Department reviewed the proposal and indicated that they do not support the approach, as it is inconsistent with the Complete Communities Direction Strategy 2.0 (By-law 119/2020). As outlined in Section G.1: Mobility, Policy 6.5, “Except in situations where access is not possible, lots that back onto a rear lane should take access from the rear.”

As a result of the above, the Public Service recommends that the proposed private approach onto Regent Avenue West not be approved and that vehicular access continue to be taken from the public rear lane.

If a private approach were to be considered in the future, a sealed engineering drawing would be required for review by Underground Structures to confirm compliance with City standards and to ensure that boulevard and roadway drainage are not adversely affected. Forestry has confirmed that there is no boulevard trees located in front of the subject property. The applicant would be responsible for all costs associated with the relocation of any affected street light standards, if required.

FINANCIAL IMPACT

Financial Impact Statement Date: June 2, 2026

Project Name:
Access to Proposed Residential Building Located at 314 Regent Avenue West

COMMENTS:

There are no financial impacts associated with the recommendation of this report.

J. Ruby, 2026-06-02
J. Ruby CPA,CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with:

- Planning, Property and Development

OURWINNIPEG POLICY ALIGNMENT

The recommendation of this report is aligned with the Transportation Master Plan key strategic goal Number 3: To provide a safe, efficient and equitable transportation system for people, goods and services.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Strategic Opportunity 3
Advancing Sustainable Transportation – Increasing Mobility Options and Shift to Zero Emission Vehicles

Key Directions 3.5 – Reduce Traffic Congestion

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: Public Works
Division: Transportation
Prepared by: L. Tetrault, Private Access Technologist
C. Desjardine, M.Sc., P.Eng., Traffic Assessment Engineer
Date: June 3, 2026

Attachment:

Appendix A: Site Plan