Agenda – Standing Policy Committee on Public Works – September 10, 2026

REPORTS

Item No. 11 Access to a Vacant Property Located at 671 Sherbrook Street (Daniel McIntyre Ward)

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That the Public Service be directed to remove the existing private approach on the east side of Sherbrook Street, as illustrated on the attached drawing, Attachment A.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

ADMINISTRATIVE REPORT

Title: Access to a Vacant Property Located at 671 Sherbrook Street

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P. Eng.	M. Cantor acting for J. Berezowsky	T. Graham	O. Baldwin-Valainis, acting for J. Dunford

EXECUTIVE SUMMARY

Construction on the Sherbrook Street Bike Lane Improvements project began in 2026 and is ongoing. This project will turn the existing painted bike lane on the east side of Sherbrook Street (between Broadway Avenue and Cumberland Avenue) into a protected bike lane. There is currently a vacant lot at 671 Sherbrook Street. It has a front street driveway. This report recommends removing the approach. Keeping it would create a large opening in the curb protection, which is a safety hazard. The property has access from the rear public lane and therefore does not require access from Sherbrook Street.

RECOMMENDATIONS

1. That the Public Service be directed to remove the existing private approach on the east side of Sherbrook Street, as illustrated on the attached drawing, Attachment A.

2. 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

The existing private approach is non-conforming under The City of Winnipeg Private Access By-law No. 49/2008, including Section 3, Section 7(1), 19(e), 24(1) 25 (1)(b)., namely:

> 3.No person may engage in, and the owner of property must not permit, the construction, modification, relocation or removal of a private access benefitting the property without a private access permit granted pursuant to this By-law.
>
> 7(1) Subject to subsection (2), the owner of property must not permit the existence or use of a private access that benefits his or her property unless the private access meets the standards set out in sections 17 to 21, Schedule “C” and the other requirements imposed by this By-law.

19 (e) “the private access must not be detrimental to the safe and efficient movement of vehicular and pedestrian traffic upon the adjacent street.”
24(1) Subject to this section, the owner of a benefitting property must ensure that a private approach or private walk is maintained to a standard that is consistent with the safe and efficient movement of vehicular and pedestrian traffic using the private approach or private walk as well as vehicular and pedestrian traffic upon the adjacent roadway and sidewalk.

25(1)(b) subject to subsection (2), the private access is detrimental to the safe and efficient movement of vehicular and pedestrian traffic upon the adjacent roadway or sidewalk;

The existing private approach on the east side of Sherbrook Street 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.

Sherbrook Street is a Regional Street intended to accommodate large volumes of through traffic with minimal interruption. The presence of a sidewalk and bike lane along the east side emphasizes its multimodal function. Private approaches introduce additional vehicle-vehicle, vehicle-cyclist, and vehicle-pedestrian conflict points, which can reduce operational efficiency and adversely affect motorist, cyclist, and pedestrian safety. The property has access from the rear public lane and therefore does not require direct vehicular access from Sherbrook Street.

IMPLICATIONS OF THE RECOMMENDATIONS

The estimated cost to remove the approach is $4,105 and will be funded by the Sherbrook Street Bike Lane Improvements project.

HISTORY/DISCUSSION

The property is at 671 Sherbrook Street, located on the east side of Sherbrook Street between Sargent Avenue and Cumberland Avenue. The site is zoned Residential Multi-Family (RMF-M), is currently vacant, and contains an existing 2.8 metre wide private approach on Sherbrook Street (see Figure 1). The property can also be accessed from the rear public lane. This is the only property within this block with direct vehicular access from Sherbrook Street. All other properties take vehicular access from the public lanes.

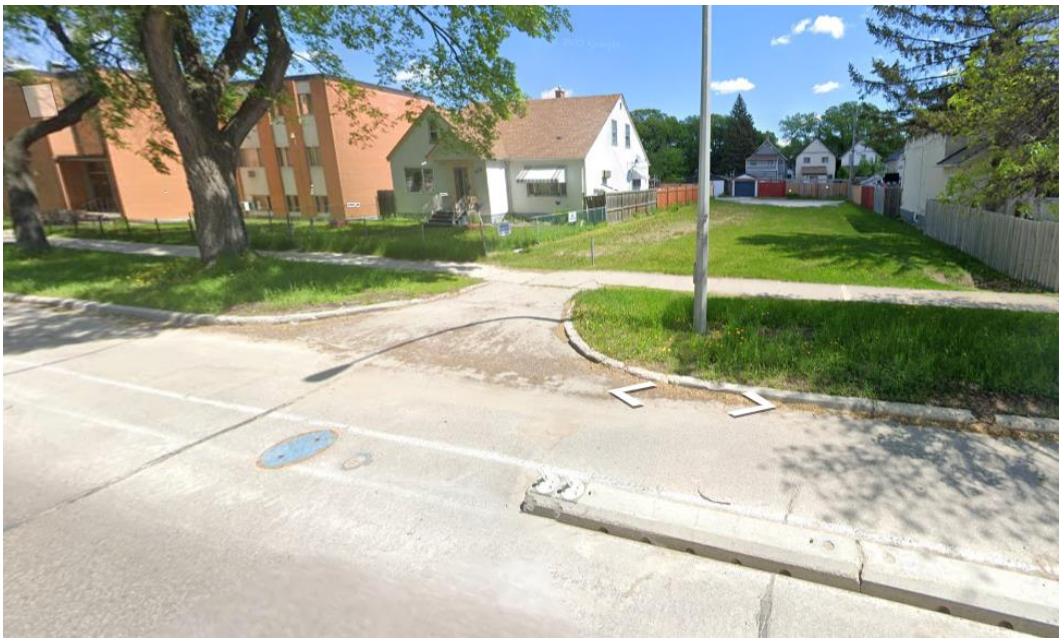


Figure 1: 671 Sherbrook Street Driveway Access

Construction is occurring on Sherbrook Street between Broadway Avenue and Cumberland Avenue to convert the existing painted bike lane into a curb-protected bike lane. The design includes a continuous raised median curb that separates the bike lane from the vehicle traffic.

Retaining the existing private approach would require an opening in the median curb, creating a break in the protected bike lane design. This creates safety concerns, including:

1. Vehicles loading or stopping within the median opening and blocking the bike lane; and
2. Vehicles entering and exiting the property across the bike lane, increasing the potential for conflicts between drivers and cyclists.

Retaining the existing private approach also increases the potential for conflicts involving vehicles, cyclists and pedestrians, which can reduce safety and affect traffic flow.

It is desirable to remove the private approach and construct a continuous median curb along Sherbrook Street. The property would continue to have vehicle access from the rear public lane.

The existing private approach does not meet the requirements of the Private Access By-law. Section 19(e) states that private access must not negatively affect the safe and efficient movement of vehicle and pedestrian traffic on the adjacent street. The Public Service has also not located any record of formal approval for the existing private approach.

The proposed removal is consistent with Complete Communities Direction Strategy 2.0, Established Neighbourhoods – Mature Communities, Goal 2, Policy 2.16 (Parking and Loading), which directs vehicle access to be taken from a public lane where available. Lane access reduces pedestrian conflicts and driveway crossings, preserves boulevard space, better accommodates snow clearing, and supports safe and efficient street operation.

The property owner was contacted regarding the proposed removal of the existing private approach as part of the Sherbrook Bike Lane Improvements project. The owner objected, citing potential future redevelopment plans for the site, which are unknown at this time.

Any future redevelopment of the site would be expected to take access from the rear public lane. The Public Service would not support a front approach and would require removal of the existing private approach at the property owner's expense.

Furthermore, Section 25(1) of the Private Access By-law authorizes the Director to remove an existing private approach, at no cost to the property owner, where the private access is detrimental to the safe and efficient movement of vehicular and pedestrian traffic on the adjacent roadway or sidewalk.

For these reasons, the Public Service recommends the existing private approach on Sherbrook Street be removed as part of the Sherbrook Bike Lane Improvements project, at no cost to the property owner, and replaced with curb and sidewalk. A continuous protected bike lane median curb would then be constructed along the property frontage.

FINANCIAL IMPACT

Financial Impact Statement

Date: July 24, 2026

Project Name:
Access to a Vacant Property Located at 671 Sherbrook Street

First Year of Program **2026**

	2026	2027	2028	2029	2030
Capital					
Capital Expenditures Required	$ 4,447	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	4,447	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	342	-	-	-	-
Net Cost/(Benefit)	$ (342)	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	(342)	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The total estimated cost of $4,447 will be funded by 2025 Pedestrian and Cycling Program. The cost will be allocated to capital Project # 1832100525 Maryland St / Sherbrook St Upgrade to Protected Bike Lane. Incremental Revenue/Recovery represents the estimated Departmental Engineering, Corporate Interest, and Administrative overheads associated with the Public Works capital projects.

J. Ruby, 2026-07-27
J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with:n/a

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

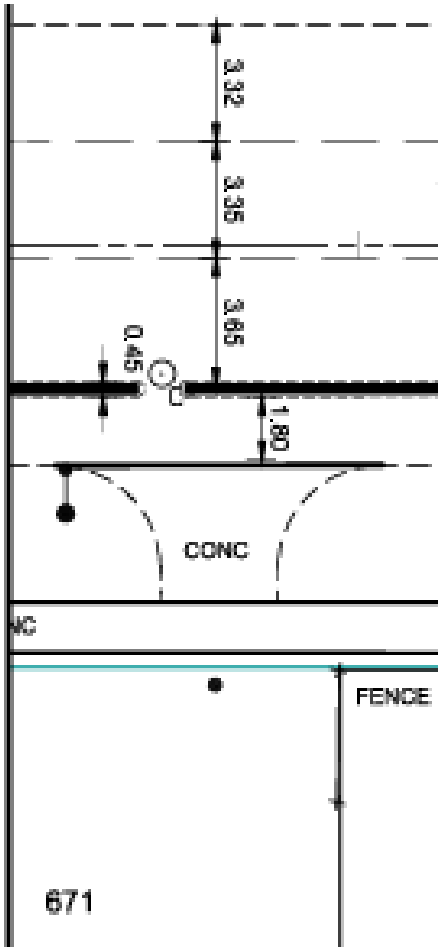
Key Directions 3.5 – Reduce Traffic Congestion

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: July 28, 2026

Attachment A: Proposed Private Approach Removal at 671 Sherbrook Street and Bike Lane Improvements

Attachment A: Proposed Private Approach Removal at 671 Sherbrook Street and Bike Lane Improvements