

ITEM 37

MANAGER'S REPORT NO. 45

COUNCIL MEETING July 12/71

37. Re: Local Improvement - Highlawn Drive from Midlawn Drive to Beta Avenue (Letter from Donald A. Copan, dated 27 June, 1971).

Appearing on the agenda of the July 12, 1971, meeting is a letter from Mr. D. A. Copan regarding proceeding with certain improvements on Highlawn Drive from Midlawn to Beta Avenue.

The Local Improvement initiative for the entire length of Highlawn Drive from Midlawn Drive to Delta Avenue was defeated by the abutting owners early this year. It was rumored that the reason for the defeat was as stated in Mr. Copan's letter, namely, that the petitioners would defeat the proposal and subsequently petition the Council for a curb and gutter only with no sidewalk, and also provision for a wider road. To date, we have received no such request for the changed nature of the work.

Mr. Copan's request is that the westerly, approximately one-half of the initial project length, be either re-initiated or accepted under petition, that is, the length between Highlawn Drive and Beta Avenue. Mr. Copan also makes reference to wishing that curbs only be constructed.

It has been normal Council policy for some time now not to accept petitions for local improvement road works and, furthermore, the Council has not usually amended the length or nature of works following defeat, but rather has accepted as an indication only the request of abutting owners for a change in limits or nature of the works.

At present we have not initiated the Grange Street project and there is doubt that we will complete our entire works program as we have it now so it is not felt that we should add one more project. Further, Council has already elected not to proceed with a modified project on Government Road this year after it was successfully petitioned against.

The Engineer recommends, and the Manager concurs, that Council take Mr. Copan's letter as an indication of desire to have the portion of Highlawn Drive from Midlawn Drive to Beta Avenue completed under a future local improvement program, likely for consideration in the next program which will probably come forth in 1972. It is also recommended that the subject street should be initiated to the same standard which originally was put forth, namely, a 28' curb-to-curb width of street with curb sidewalks both sides as:

- (a) we would not like to see the street promoted as a collector through provision of a wider width;
- (b) the sidewalks, we feel, have a distinct advantage in this particular subdivision for use by school children; and
- (c) our desire to keep the standard throughout the subdivision consistent.