

ITEM 16  
MANAGER'S REPORT NO. 56  
COUNCIL MEETING Sept. 8/75

RE: PETITION DATED JULY 25, 1975 FROM PROPERTY OWNERS IN THE  
100 BLOCK FELL AVENUE - REQUEST FOR LANE IMPROVEMENT  
(Item 30, Report No. 51, August 5, 1975)  
(Item 16, Report No. 54, September 2, 1975)

Council, at its meeting of September 2, 1975, tabled Item 16, Report No. 54, pending receipt of cost estimates from staff to open and pave the subject lane.

Following is the Municipal Engineer's report in this regard.

RECOMMENDATIONS:

1. THAT Item 16, Report No. 54, September 2, 1975 be lifted from the table; and
2. THAT the subject lane not be improved at this time; and
3. THAT the matter be reconsidered when the question of the park strip alternative to Scenic Drive has been finally resolved; and
4. THAT a copy of this item, and also Item 16, Report No. 54, September 2, 1975 and Item 17, Report No. 54, September 2, 1975 be sent to the petitioners.

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TO: MUNICIPAL MANAGER

4 SEPTEMBER, 1975

FROM: MUNICIPAL ENGINEER

RE: COST ESTIMATES TO IMPROVE LANE  
AT REAR OF 100 BLOCK FELL AVENUE

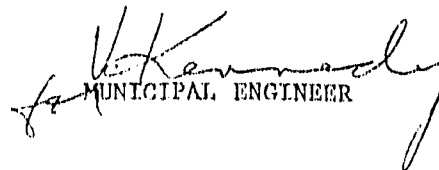
A petition was received by Council at the August 5, 1975 meeting requesting the opening and paving of the subject lane. The Engineering Department at that time reported for the information of Council that they wished to review the request in concert with other Municipal Departments. A further report was submitted to Council at the meeting of September 2, 1975 outlining the Planning and Engineering Departments views and recommendations.

Council considered the Engineering Department's report and asked that cost estimates be prepared for opening and paving of the subject lane.

The cost estimates as prepared by the Engineering Department for the work are as follows: to construct and pave portions of Dundas Street and Pandora Street to a lane standard and to construct the lane itself is \$9,500. This cost expense, under existing policy, would be totally that of the Corporation. The estimate to pave the lane would be \$3,000. This cost would be shared between the abutting owners and the Corporation. The actual shares cannot at this time be determined because an assessment roll of foot frontages is required to ascertain the abutting owners shares. These rolls are prepared subsequent to presentation of a valid petition for "capping" of lanes.

This is for the information of Council.

VMT:wlh

  
MUNICIPAL ENGINEER