RE: DEDICATION OF MUNICIPAL LANDS FOR LANE CONSTRUCTION AND ACQUISITION OF LANDS FOR KEITH STREET CUL-DE-SAC

Following is a report from the Director of Planning regarding secondary access adjacent to Boundary Road.

RECOMMENDATION:

1. THAT the recommendations of the Director of Planning be adopted.

* * * * * * * * * * *

TO: MUNICIPAL MANAGER

PLANNING DEPARTMENT 1980 JANUARY 30

FROM: DIRECTOR OF PLANNING

SUBJECT: DEDICATION OF MUNICIPAL LANDS FOR LANE CONSTRUCTION AND ACQUISITION OF LANDS FOR KEITH STREET CUL-DE-SAC

RECOMMENDATIONS:

- THAT Council authorize the dedication of the additional lane right-of-way from Lot 223, Plan 58291 as shown on the <u>attached</u> Figure 1.
- 2. THAT Council authorize the Legal and Lands Department to pursue a land exchange to obtain the additional cul-de-sac right-of-way from Lot 154, Plan 26278 on the <u>attached</u> Figure 2.

REPORT

BACKGROUND:

Council, on 1978 February 13, approved in principle the development of the Boundary Road-Marine Way Industrial Area as illustrated on the <u>attached</u> Figure 4. This plan has subsequently been revised to eliminate the Roseberry Avenue connection to Marine Way (and Patterson Avenue) as illustrated on the attached Figure 4A.

With the development of this area, provision has been made for the dedication of lands for the Keith Street cul-de-sac, as shown on the <u>attached</u> Figure 1, in recognition of the fact that the reconstruction of Boundary Road will alter the existing grade to the extent that it will not be feasible to maintain direct access. In addition, it will not be possible to maintain access to the existing lane between Keith Street and Marine Drive as shown on Figure 1.

The resultant road and lane configurations comply with the adopted development plan, and will provide a more desirable form of secondary access by eliminating two direct connections to a major north-south arterial roadway. This proposal will require the construction of the north-south lane as shown on Figure 1.

131

EXISTING SITUATION:

The Municipal Engineer has advised that the design of the north-south lane east of Boundary Road provides for shifting the southerly end to the west to avoid getting too close to the top of the cut slope. To facilitate this realignment, it will be necessary to dedicate additional lane right-of-way as shown on Figure 1.

- 2 -

With the realignment of the lane right-of-way, an opportunity exists to initiate a land exchange <u>as illustrated</u> on Figure 2 thereby defraying some of the costs of acquiring the additional Keith Street cul-de-sac right-of-way. It is, therefore, recommended that the Legal and Lands Department be authorized to initiate this land exchange.

If agreement can be obtained on the terms of the exchange, a further report item will need to be submitted to Council outlining the precise terms of the exchange and requesting authorization to proceed.

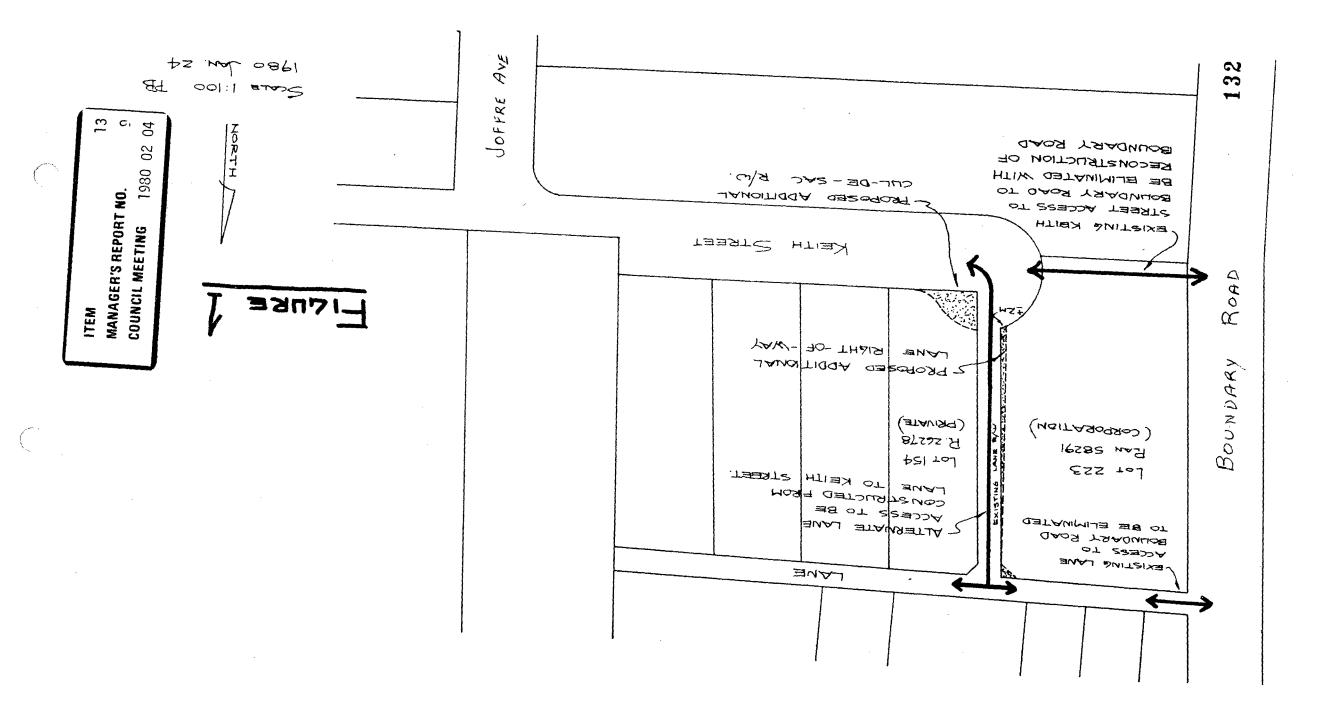
The mechanics of such an exchange would be best implemented by initiating a Highway Exchange By-Law.

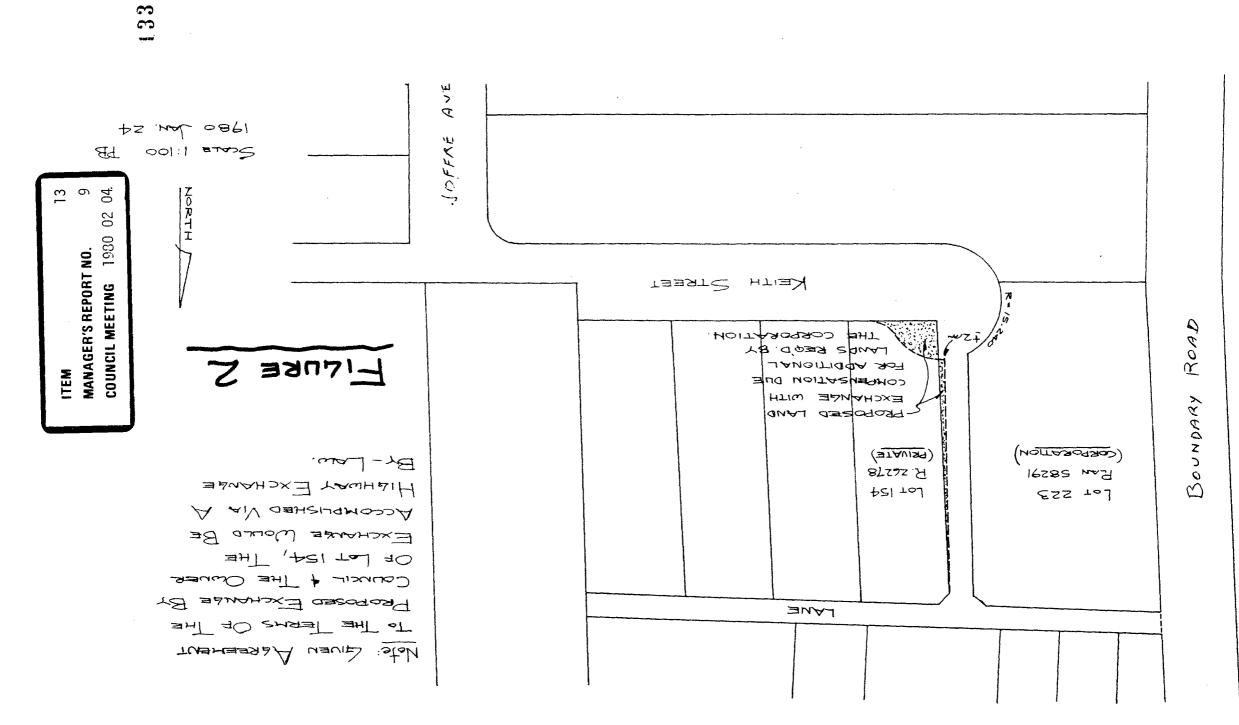
Parr

DIRECTOR OF PLANNING

PB/sam Attachments

cc: Municipal Engineer Municipal Solicitor





C

Sec.

