

ITEM	SUPPLEMENTARY	23
MANAGER'S REPORT NO.		45
COUNCIL MEETING	1982 07	26

RE: LANE PAVING - DEAD-END LANE EAST OF 7300 BLOCK BARNET

MUNICIPAL MANAGER'S RECOMMENDATION:

1. *THAT the recommendations of the Director Engineering be adopted.*

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TO: MUNICIPAL MANAGER

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FROM: DIRECTOR ENGINEERING

SUBJECT: LANE PAVING - DEAD-END LANE EAST OF 7300 BLOCK BARNET

RECOMMENDATIONS:

1. THAT Council not proceed with the lane construction and paving of the dead-end lane east of Barnet in the 7300 Block.
2. THAT a procedure be instituted whereby the Engineering Department would fully investigate all requests for lane paving prior to the Municipal Clerk preparing a Local Improvement Petition for abutting owners.
3. THAT all signators to the Local Improvement Petition for the dead-end lane east of Barnet in the 7300 Block, be sent a copy of this report.

REPORT:

At its meeting of 1982 April 13, Council received the Clerk's Certificate of Sufficiency for the subject lane. Since that time, the Engineering Department has prepared the Assessment Rolls and an estimate of cost which are for the use of the Treasurer in preparing a cost report pursuant to Section 662 of the Municipal Act.

In order to establish a reliable cost estimate for the work, a design of the project was necessary which is very seldom the case. The design established that the project would require retaining walls and also easements for drainage outfall. The estimate made from the design proved to be inordinately high for lane construction at \$31,800, being nine times the usual cost of opening and paving a lane and an even greater multiple of cost of a "normal" Local Improvement lane project for paving only. It is the Director Engineering's opinion, because of the foregoing, that Council should be apprised of the facts and circumstances of the construction and paving of this lane prior to the presentation to Council of a 662 Report.

To construct and pave this lane will cost \$31,800; based on the rate quoted in the petition, the total owners' share of the project will be between \$510 and \$562, depending on the interest rate at which the project is financed. The total remainder will be the share of the Corporation at large.

(cont'd)

This project would abut three properties, two owned by the same owners and one by another owner. One of these properties (7372) is presently built on and uses the front street for access to a garage on the abutting lot (7374). If the garage were to be removed from this lot and a house built on the property, it could possibly obtain access from the lane. Another of the properties (Lot 1) has future possible subdivision potential and it is likely that the construction of this lane or some other form of access would be a servicing requirement at time of subdivision. Lot 1 presently has approximately 182 feet of finished lane as shown on the attached sketch.

In a Local Improvement lane paving project, the property owners pay only for the asphalt cap; the cost of basic construction of the lane is borne by the Corporation at large. The Engineering Department feels that it has a responsibility to recommend for or against Local Improvement lane projects depending on the extent of construction required and total costs; lane projects in the past have been turned down on this basis. The original lane paving program was for the purpose of paving gravel lanes to reduce maintenance costs and this was later extended to include lane allowances where there was a "normal" cost of opening or providing a base for the paving.

This report is being presented to Council because the Municipal Clerk has already filed a Certificate of Sufficiency with Council. This report also recommends that a procedure be instituted whereby the Engineering Department would investigate cost and construction aspects of all lane paving requests prior to the Municipal Clerk issuing petition forms to abutting owners.

EEO/VMT/ch


DIRECTOR ENGINEERING

