



Corporate

NO: R065

Report

COUNCIL DATE: April 4, 2005

REGULAR COUNCIL

TO: **Mayor & Council** DATE: **April 1, 2005**

FROM: **General Manager, Engineering** FILE: **7800-0076-00**

SUBJECT: **2810 - 140 Street – Lane Construction**

RECOMMENDATION

This report is provided for Council's information.

BACKGROUND

Council, at the March 14, 2005 Regular Council Public Hearing, granted final adoption to By-law No. 15536 to rezone 2810 – 140 Street to allow subdivision into 7 single family residential lots. At that time, there was significant discussion about the impact to trees of constructing the proposed lane within the development.

Later during the March 14, 2005 Regular Council Public Hearing, Councillor Higginbotham provided the following Notice of Motion:

"That By-law No 15536 be brought back for reconsideration of final adoption at the April 4, 2005 Regular Council meeting."

DISCUSSION

2810 – 140 Street is located along the north side of 28 Avenue between 140 Street and Elgin Creek as illustrated in Figure 1. The Preliminary Layout Approval for this subdivision required the dedication and construction of the lane north of 28 Avenue. The lane is required in accordance with the road concept plan for the area to provide access to the single family residential properties that front 140 Street, which is an arterial road. Without this section of lane, the existing long dead end section south of 30 Avenue will never be able to be connected through to 28 Avenue.

Initial Proposal

The design and Servicing Agreement were initially finalized accordingly to the residential lane standard of 5.4 m pavement, and curb and gutter on both sides as illustrated in Figure 2. The driveway to Proposed Lot 2 located east of the lane is restricted to lane access only in order to preserve trees along the 28 Avenue frontage. The proposed design results in the tree retention and removal as highlighted as shown on Figure 2.

Alternative Option

An alternative to preserve more trees is to defer the full lane construction to the future using cash-in-lieu from the Developer, and use a portion of the lane right of way to construct a modified interim lane/driveway to Lot 2 as illustrated in Figure 3. The driveway would be narrowed to 4.5m with no curb and gutter and constructed on the west side of the lane allowance to further reduce tree impacts. This plan results in the tree retention and removal as highlighted as shown on Figure 3. If this plan is implemented, there will be 3 by-law-sized trees [i.e., larger than 0.3 metres (1 ft.) in diameter] saved in comparison to the initial proposal. Additionally, actual construction could be more “built to suit” to curve the driveway to further avoid tree loss, if possible.

It is important to note that removal of trees at the north end of the lane (#1294 and #1295) will be required regardless of whether the lane is constructed because a storm sewer installation is required to provide drainage across the rear of the lots. Cash in lieu for remainder of construction will be taken by the City for future potential construction of the lane, and potentially one or two others depending on actual field conditions.

CONCLUSION

In view of concern over tree loss, staff is proposing the alternative option; namely, deferring the full lane construction and constructing a partial interim standard lane as shown in Figure 3. This alternative avoids the removal of 3 By-law size trees and potentially one or two more, depending on actual field conditions and the future location of the houses. Some of these trees would have to be removed in future, as the lane construction would be required when the property north of the development site subdivides. This subsequent tree removal and lane construction may be more challenging at that time as homes would be built and yards landscaped adjacent to the lane.

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Attachments

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