

## **COMMITTEE OF THE WHOLE – SEPTEMBER 15, 2003**

### **BLOCK 50 ON PLAN 65M-3532** **KORTRIGHT RAVINES, 19T-99V11** **CANADA COMPANY AVENUE RECONSTRUCTION & SERVICING**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends as follows:

1. That the Kortright Ravines subdivision agreement be amended to provide for the development of Block 50 on Plan 65M-3532;
2. That the municipal servicing of Block 50 on Plan 65M-3532 be constructed using private sanitary pumps in each of the proposed homes, to the satisfaction of the City;
3. That Canada Company Avenue be reconstructed to a rural cross-section with “Double Stone Chip” surface treatment to the satisfaction of the City; and
4. That the Owner make a lump sum payment of \$11,250.00 to the City for the annual maintenance of the whole road for a duration of 20 years after assumption of the road.

#### **Purpose**

To obtain Council approval for the development of Block 50 on 65M-3532 with private sanitary pumps in each home and the reconstruction of Canada Company Avenue using rural cross-section with “Double Stone Chip” surface treatment.

#### **Background - Analysis and Options**

Subsection 21.2.27 of the Kortright Ravines Subdivision Agreement, 19T-99V11, dated September 12, 2001, includes an undeveloped block owned by Lakeview Homes Inc. (hereinafter referred to as “the Owner”) and a 0.3 metre road reserve conveyed to the City that front onto Canada Company Avenue, identified as Blocks 50 and 64 on Plan 65M-3532 respectively. Block 50 on Plan 65M-3532 (which can be developed into 5 residential lots) is restricted from development pending a resolution of municipal servicing including the reconstruction of Canada Company Avenue from abutting the Plan to Islington Avenue to the satisfaction of the City. The current City Standards and Criteria would require “a pavement to pavement” design for servicing a new development which in turn would require pavement upgrading to urban standards for Canada Company Avenue, (i.e. with pavement and curb and gutters).

#### **Road – Canada Company Avenue**

Presently, Canada Company Avenue is a gravel road serving local traffic to three driveway entrances with access onto Islington Avenue. We have been advised that there are strong desires from local residents to maintain the rural characteristics of this road. The Owner proposes to apply “Double Stone Chip” surface treatment to the existing traveled surface of that portion of Canada Company Avenue from the Islington Avenue intersection to the north limit of Block 50 on Plan 65M-3532. The increase in local traffic would require a temporary turning circle to be provided at the north end this road. The Owner shall secure the land and/or easement required for this temporary turning circle. In the process of construction, all local soft spots shall be excavated, refilled and compacted with suitable material. The existing undulation of the road will also be smoothed out.

The Owner shall make a lump sum payment of \$11,250.00 to the City for the annual maintenance of the whole road for a duration of 20 years after assumption of the road.

## Sanitary Systems

The existing topography of Block 50 on Plan 65M-3532 does not permit a proposed sanitary sewer on Canada Company Avenue to drain by gravity to the existing sanitary system. Consequently, the Owner is proposing to install private sanitary pumping systems in each home and a forcemain to connect to the existing sanitary system. Rather than a conventional gravity system to a sanitary pumping station operated by the City, the proposed E-One Grinder Sanitary Sewer System relies on a pump in each home to lift the effluent into a forcemain onto Canada Company Avenue to the existing sanitary system at Humber Forest Court, as shown on Attachment No. 1. The homeowner would own and be responsible for maintenance of the pump and connection from within each lot to the valve on the forcemain; and the City would own and maintain the forcemain from and including the valve on the connection of each lot along Canada Company Avenue to the existing gravity system. The valve shall be located as close to the forcemain as possible, and not on the lot lines.

In consultation with the Public Works Department, the proposed E-One Grinder Sanitary Sewer System is a departure from the typical construction in an urban development and is less than the expected level of service to the new homeowners. Although sanitary pump systems are regularly used to service homes using septic disposal systems in rural areas of the City, this proposal is unique in sanitary services provided in urban developments for the City by burdening the new homeowners with future maintenance associated with a private sanitary pumping system.

## Warning Clauses

The Owner would be required to include warning clauses in all Agreements of Purchase and Sale for each of the five lots fronting onto Canada Company Avenue identifying the fact that (a) gravity sanitary service is not available, and the lots will be serviced by E-One Grinder Sanitary Sewer System, (b) the purchasers would be responsible for the maintenance of the grinder sanitary system to the valve located adjacent to the forcemain, and (c) Canada Company Avenue will remain a rural cross-section for the foreseeable future.

## Conclusion

Considering the topography of Block 50, the existing condition of Canada Company Avenue, the desire of local residents to maintain the rural character of Canada Company Avenue and the potential future development of this neighbourhood, the Owner's proposals to develop this Block 50 by using private sanitary pumps in each of the proposed homes, and reconstructing Canada Company Avenue with "Double Stone Chip" surface treatment and hence maintaining the rural character; is reasonable and supportable. Should Council concur, the recommendations in developing Block 50 on Plan 65M-3532 as delineated in this report can be adopted.

## Attachments

1. Location Map

## Report prepared by

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Respectfully submitted,

Bill Robinson, P. Eng.  
Commissioner of Engineering and Public Works

# ATTACHMENT No. 1

