



**Subject: Survey Lane**

**Department: Infrastructure Services**

**Division: Transportation and Development**

**Report #: INS-2021-020**

**Meeting Date: 2021-04-26**

---

### **Recommendations**

**That report INS-2021-020, Survey Lane be received;**

**And that Survey Lane be stopped up and closed to vehicular use;**

**And that a site access agreement be considered for the continued use of that portion of Survey Lane that abuts 59 Third Street to facilitate access to their parking lot:**

**And that Survey Lane be repropose as a multi-use trail.**

### **Background**

As part of the capital budget deliberations in February 2021, Council directed Staff, before commencing any reconstruction work with regards to the Survey Lane Rehabilitation project, to investigate the potential of disposing or decommissioning Survey Lane, and to report back to Council with options and associated costs.

As background, Survey Lane runs easterly for 200 metres from Second Street to Third Street, just south and parallel to Fourth Avenue. Survey Lane has been identified in the November 2020 Road Needs Study Update as requiring full reconstruction. The overall condition rating is 65, the poorest rating for roadways in the full reconstruction category. The existing laneway has a right-of-way width of 5.4 metres (18.0 feet). The existing asphalt is characterized by areas of major distress, potholes and poor drainage. Maintenance costs have increased over the past several years, warranting the need for full reconstruction. As such the rehabilitation of the laneway was presented as a capital project in the 2021 Budget.

## Analysis

Infrastructure Services has reviewed their files and note that within Survey Lane there is currently a 300 mm diameter sanitary sewer and a 1050 mm dia. storm sewer, both of which run the entire length of the laneway. Both of these are important sections in the sewage systems and require routine maintenance. Accordingly, access for on-going maintenance needs to be provided. Staff spoke with Orangeville Hydro and note that Hydro maintains several streetlights along the laneway. Similarly, if the laneway is retained by the Town, these streetlights need to be maintained and access is required. Staff also spoke with Orangeville Fire who confirmed that the laneway serves no purpose for emergency services and is not a designated fire route.

Staff contacted the owner of 59 Third Street. This property abuts Survey Lane on the north side at Third Street. The building is presently being converted from an old legal survey office into a doctor's office. As part of the building renovations, the owner has constructed an accessibility ramp on the north side of the building to facilitate barrier free access to and from the rear parking lot as well as the building. Construction of a ramp on the south side of the building was not possible due to the existing laneway. As a result, access to the rear of the building via the property's existing driveway from Third Street is not possible. It is also understood that the owner of 59 Third Street anticipated that they could continue to use Survey Lane on the south side of the building to access the rear parking lot. If the laneway is to be closed to vehicular traffic and the owner of 59 Third Street wishes to continue to use the laneway as an access to the rear of the property, a site access agreement should be considered. Staff have also met with the owner of 59 Third Street. The owner is agreeable to entering into a site access agreement with the Town. The site access agreement would allow for the continued use of the laneway for access to the rear parking lot of 59 Third Street as well as setting out the owners responsibilities for future maintenance.

For the most part, the laneway abuts properties that are common element type residential developments. As there is the need for long term maintenance access to the laneway, the Town would require an easement over the entire lane were it to be transferred to private ownership. It is unlikely the adjacent property owners would be in favour of acquiring the land due to the required encumbrance.

Infrastructure Services spoke with Community Services about the conversion of this laneway into a trail/bikeway link. Community Services has indicated there is potential for the laneway to be repurposed into a trailway. As such Community Services has agreed to undertake the necessary steps and rehabilitation work to complete this conversation. The costs of converting the laneway into a pedestrian trailway is in the order of \$25,000. The scheduling and details of this work would be at their discretion. Upon completion of the new trailway link, Community Services would also be responsible for on-going maintenance, i.e. grass-cutting. It should be noted that as a trailway, no winter maintenance would be undertaken.

## Summary

While it is Staff's recommendation to retain the laneway in public ownership, it is proposed that the laneway be closed to vehicular traffic and as such there is no need to undertake a capital laneway reconstruction project, which was estimated to cost in the order of \$71,500. As noted above, Community Services has agreed to utilize this area and to integrate the laneway into their trailway/pedestrian system. It should be noted that the \$71,500 is currently within the approved 2021 budget. In recent years there has been a programme to rehabilitate laneways, with a focus on the laneways in Montgomery Village. As such staff recommend that the approved funds of \$71,500 be re-directed to further undertake this work in Montgomery Village. As such two additional sections of Daisy Lane would be considered this year.

With the repurposing of Survey Lane into a trailway as discussed above, there is the challenge of maintaining vehicular access to the rear parking lot at 59 Third Street. Staff have met with the owner. It is the owner's desire to continue to use Survey Lane to access the rear parking lot of 59 Third Street. In this regard it is proposed that the Town would enter into a site access agreement with the owner. The agreement would allow the owner continued access via Survey Lane to their parking area. The owner would be fully responsible for all upgrades, maintenance, snow clearing etc..

---

## Strategic Alignment

### Orangeville Forward – Strategic Plan

Priority Area: Sustainable Infrastructure

Objective: Provide Systems that keep people moving

### Sustainable Neighbourhood Action Plan

Theme: Transportation System

Strategy: Promote more sustainable and efficient transportation options

---

## Financial Impact

There are no adverse financial impacts associated with this report.

Respectfully submitted:

Douglas G. Jones, M.E.Sc., P. Eng.  
General Manager  
Infrastructure Services

Prepared by:

R. John Lackey, P. Eng., Manager  
Transportation & Development

Attachment(s): N/A