
Infill Lane Paving Requirements

Recommendation

That the report of the General Manager, Transportation & Utilities Department, dated November 6, 2017, be received as information.

Topic and Purpose

This report provides information on the effect of discontinuing charging alley paving fees for infill until a permanent policy is in place.

Report Highlights

Impacts of discontinuing charging alley paving fees for infill until a permanent policy is in place are provided.

Strategic Goal

This report supports the Strategic Goal of Moving Around by providing improved safety for all road users (pedestrians, cyclists, and drivers), and helps provide a great place to live, work, and raise a family.

Background

The Standing Policy Committee on Transportation, at its meeting held on October 10, 2017, received a report providing details on an interim policy that clarified the requirements for lanes to be paved adjacent to infill development projects:

- a. All commercial and/or industrial developments intending to use an existing gravel lane for staff or visitor parking and/or business purposes will be required to pave the entire length of the lane at the time of development.
- b. For residential infill, if traffic meets or exceeds a threshold of 30% increase in total lane trips (as calculated by the Institute of Transportation Engineer's Transportation Impact Analysis for Site Development), the developer will be required to pave the lane from the furthest property line to the nearest city street at the time of development. The entire development would be considered in this calculation.
- c. For Affordable Housing infill projects, the developer will not be required to pave the lane. Affordable Housing is defined in Council Policy C09-002, Innovative Housing Incentives.

Clarifying when a lane will be required to be paved allows for developers to better anticipate their costs during the development of their projects.

Going forward, two issues that will be foundational to any formal policy are as follows:

1. Identifying when densification or increased traffic in a lane trigger the need to upgrade an existing gravel lane to pavement.

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2. Once this trigger is met, the funding mechanism that appropriately incentivizes infill; protects the needs of existing residents; and ensures that all developers are treated fairly.

The Standing Policy Committee on Transportation, at its meeting held on October 10, 2017, resolved, in part:

- “1. That the Administration report back to the next meeting of the Standing Policy Committee on Transportation what the effect would be to discontinue charging alley paving fees for infill until a permanent policy is in place;”

Report

The current practice of requiring developers to pave adjacent back lanes has been a long-standing practice to minimize the negative impacts of infill development on adjacent properties. Over the past three years, infill developers have been required to pave an adjacent lane nine times including three times for large commercial and/or industrial sites and six times for larger multi-family residential sites. Requiring larger infill developments to pave the lane has successfully minimized the impacts of increased traffic in existing neighbourhoods. Smaller residential developments, such as single family or four-plex developments, are typically not required to pave the adjacent lane and therefore would not be affected by the interim policy.

The potential impact of discontinuing charging alley paving fees for infill until a permanent policy is in place are as follows:

- Increased traffic volumes on unpaved lanes result in increased levels of noise and dust for adjacent property owners. New users of the back lane, including residents, customers or employees of the new infill development, may also expect lanes to be paved, thereby increasing complaints.
- Increased maintenance liability for the City due to increase traffic volumes on an unpaved surface.

The current level of service for maintenance of gravel back lanes is as follows:

- Each spring all back lanes are inspected to determine treatment needs.
- Between July and October, all back lanes receive at least one maintenance treatment (e.g. grading). In some cases, complete reconstruction is required.

As traffic volumes increase in a gravel back lane, the level of service for maintenance may need to be increased to maintain an acceptable and safe lane condition, requiring additional resources.

Public and/or Stakeholder Involvement

The Administration is continuing to discuss the development of a formal policy with the development community. Stakeholder consultation through the Developers Liaison Committee and the round table on infill development are ongoing.

Communication Plan

A formal policy, if adopted, will be made available on the City website, and shared with the Saskatoon Home Builder's Association.

Policy Implications

A formal City Council policy for paving lanes will be developed through the infill roundtable discussions.

Other Considerations/Implications

There are no options, financial, environmental, privacy, or CPTED considerations or implications.

Due Date for Follow-up and/or Project Completion

The Administration will report with recommendations for the development of a formal paved lane policy for infill development after the series of infill development round tables are complete.

Public Notice

Public Notice pursuant to Section 3 of Policy No. C01-021, Public Notice Policy, is not required.

Report Approval

Written by: Jay Magus, Acting Director of Transportation
Approved by: Angela Gardiner, Acting General Manager, Transportation & Utilities Department

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