

November 18, 1996

To: Joe Davis, Development Review Division

From: Margaret Rifkin, Community Planning Division

Re: Road Waiver Request - Denit Property - Subdivision 1-92004

*Return,
talk about
a quick
response!*
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Recommendation:

The Community Planning Division recommendation is to strongly support the road waiver requests to enhance the rural character of the proposed subdivision.

Background:

The proposed road features that would be allowed if the waivers are approved, would enhance the rural character of the subdivision in keeping with the **intent of the Olney Master Plan and the purpose of the Rural Cluster Zone (cluster option)**. *The purpose of the zone is to "provide greater flexibility in achieving a compatible mixture of agricultural and residential uses and to protect scenic and environmentally sensitive areas ..."*

Furthermore, the proposed road features are highly consistent with the following guidelines in the zone :

- "...(c) The residential portion of the plan of cluster development must be so laid out, and protected during construction, as to remain as harmonious as possible with the natural environment, minimizing as much as possible the clearing of trees, grading of earth, disturbing of stream, and other similar dislocations of the natural environment...*
- ...(f) The plan of cluster development must show how scenic vistas are being preserved or enhanced and reflect an arrangement which has considered the visual impact of the residential development on such vistas.*

The proposed road features are described in detail in the applicant's packet (11/7/96) addressed to Mr. Greg Leck (MCDPW&T) in Attachment #1. The following are the key features and are supported by this Division:

1. Preservation and incorporation of an existing lane lined with mature trees. This is done by ensuring that grading to 2% slope does not occur alongside the pavement that would destroy the trees or damage their roots. The waivers would allow a pavement width for each lane of a dual lane road, of 14 feet with conservation easements replacing right of

way dedication to protect the trees. Use of this section on only a short segment of the entry road where the tree lined lane exists, is also supported. Furthermore, the applicant requests some additional measure to ensure preservation of the character of the road: a PUE that is not located directly adjacent to the pavement, but that is located beyond the conservation easement so that trees lining the pavement can be protected.

2. Tertiary Street as a continuation of the tree-lined dual lane roadway. The key features are changing from a dual lane to single lane road, reducing the tertiary right of way to 27' 4" and placing conservation easements on each side of the pavement to protect existing trees.
3. Sidewalks/paths along the above roads are not essential. Due to the low density of the development (1 du per 5 acres), as well as the fact that a separate recreational path system is anticipated as part of the final subdivision, the absence of sidewalks/paths along the road is not a problem. In fact, their absence as part of the road section in this area will make it easier to preserve trees and other vegetation along the pavement edge in a fashion typical of many of the rural roads in the area.

cc:

Steve Federline, Environmental Planning Division
Michael Ma, Development Review Division
Larry Cole, Transportation Division