

THE CORPORATION OF THE DISTRICT OF BURNABY

9 November, 1965.

CHAIRMAN AND MEMBERS
OF THE POLICY/PLANNING COMMITTEE

Gentlemen: Re: Percival Avenue

The Municipal Manager's Report to Policy/Planning Committee, dated 28th October, 1965, refers.

The above Report was referred back for further information as to the possibilities of:

1. Acquiring the widening strip for \$1.00.
2. Constructing a 20' interim strip on the existing allowance with costs.

The following additional information is supplied:

1. The opened section of Percival is from Grandview 1050' south.
2. From that point the Avenue is undeveloped for 740' to Gilpin.
3. The dedicated allowance is 33' throughout the whole length of 1790'.
4. The opened section contains a pole line and is constructed to gravel standard.
5. Sewers are not yet installed. They are included in the Gilpin Area which is scheduled for completion April, 1966. An 8" sewer line is designed for the full length of Percival.
6. All houses, with one exception, are located on the westerly side of the allowance.
7. Of the Flowerland units, nine of them back onto the road allowance.
8. From personal observation the street is of average gravel construction and in reasonable condition.
9. Because of the Grandview entrance and the fact that the developed street comes to a fairly precipitous end with a very difficult turn-around manoeuvre, the street accommodates local resident traffic almost exclusively.
10. In the ultimate plan, Percival is designed to be widened to 66' by a 33' acquisition on the westerly side from Gilpin 740' north.
11. From that point, a 66' road is planned through school and private property to Grandview at Norland intersection.
12. Because of the residential development of the Avenue from Grandview 1050' south, it is planned to widen this section to 66' by acquisition on the easterly side and cul-de-sac at the Grandview where there is a hazardous entrance due to confluence with Spruce Street.

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REPORT TO
POLICY/PLANNING COMMITTEE
MUNICIPAL MANAGER
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Re: Percival Avenue cont.

13. Except for 120' in length, this widening would all come off the Flowerland property on which the Auto Court is a non-conforming use.
14. The nine units backing onto Percival would have to be demolished and could not be replaced.
15. The Land Agent has given an estimated cost of \$36,062.00 for land acquisition, including \$27,000.00 for the nine units. He admits that his valuation would no doubt receive considerable opposition from the Flowerland owners.
16. Assuming that the Flowerland property is subdividable, the widening can be obtained on subdivision, including construction.
17. The cost of constructing a finished street is:
\$30.00 per running foot with curb and gutter -
no sidewalks;
\$35.00 per running foot with sidewalks, both
sides.
To these costs, must be added \$12,000 for Storm Drainage.
18. The cost of a 20' interim street on the existing allowance is \$18. per running foot.

It is obvious that the widening should logically take place on the east side in the section under petition. Widening on the west side would remove the front yards of the residents, while on the east side there is a non-conforming use and likely eventual subdivision which would provide the necessary allowance. Even acceptance of the widening strip would relieve the owner of a proper subdivision servicing cost.

With regard to a 20' interim paving on the 33' allowance as a Local Improvement, the Corporation would have to bear an unusually large proportion of the cost due to the long frontages on the east side.

Respectfully submitted,



H. W. Halfour
MUNICIPAL MANAGER

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