

TO: CITY MANAGER 2002 September 25

FROM: DIRECTOR PLANNING & BUILDING
DIRECTOR ENGINEERING OUR FILE:

SUBJECT: PERCIVAL AVENUE: LOCAL IMPROVEMENT PROGRAM

PURPOSE: To advise Council regarding concerns raised by certain residents with regard to the Local Improvement Program on Percival Avenue between Spruce and Monarch.

RECOMMENDATIONS:

1. **THAT** this report be referred to the Traffic and Transportation Committee for consideration.
2. **THAT** a copy of this report be forwarded to all residents of Burnaby who corresponded with the City on this matter.

REPORT

1.0 INTRODUCTION

Appearing elsewhere on this agenda are delegations and several items of correspondence from residents of Percival Avenue, Fitzgerald Avenue and Monarch Street regarding the Local Improvement Project on Percival between Spruce and Monarch. The roadworks currently underway involve the upgrading of the Percival Avenue between Monarch and Spruce Street to a finished 8.5 m pavement surface with curb and gutter, sidewalks including a cul-de-sac at the north end of Percival at Spruce Street.

The correspondents raise questions regarding various aspects of the project particularly the cul-de-sac at the north end of Percival Avenue where it meets Spruce Street. The correspondence received from residents of Fitzgerald Avenue contends that the inclusion of this cul-de-sac will tend to divert to Fitzgerald Avenue (the paralleling street to the west) the numerous student pickup and dropoff trips destined to and from the rear entrance to Burnaby Central School.

This report is written to advise Council of the background to the Percival LIP and cul-de- sac in response to the concerns raised by residents of the neighbourhood.

2.0 PERCIVAL CUL-DE-SAC

2.1 Road Plans

Prior to 1976, the City's road plan showed Percival Avenue as a major collector road, the Percival Connector, that extended from Gilpin Street up to Canada Way skirting the west side of Burnaby Central High School. Subsequently in 1976, the road was rendered redundant by the construction of the Deer Lake Avenue extension from Gilpin Street to Canada Way between the high school and City Hall. This more direct connection to Canada Way and Norland Avenue provided much improved continuity at the north and south ends of the route. The Conceptual Transportation Plan adopted by Council in 1980 removed the through connection from Gilpin to Canada via Percival.

Percival Avenue has remained as a interim standard local residential street in a 10m (33ft) right of way extending from Spruce Street to Monarch Street with the portion south of Monarch Street down to Gilpin west of the School remaining as an unconstructed road right of way

2.2 Rezoning of City Owned Lands

In 1991, the City was reviewing plans for a large 4.5 acre tract of City-owned vacant land (*Figure 1 attached*) located east of Percival and addressed to Iris Street. Iris Street, paralleling Percival to the east, is a short cul-de-sac south of Canada Way currently developed with office buildings. In 1991 City lands on the west side of Iris Street were rezoned for office development incorporating the following features:

- **Standard Road Allowance.** Dedication of a standard 20 m. road allowance for Percival between Monarch and Spruce.
- **Buffer Strip.** A 15 m. treed buffer strip between the proposed office uses and the existing residences along Percival.
- **Access to the City-Owned Lands.** To avoid mixing of the residential and employee traffic, the accesses to the office development on the City-owned lands was to be restricted to and from Iris Street from Canada Way.
- **Percival Cul-de-sac.** A cul-de-sac at the north end of Percival was proposed to restrict access to and from the Canada Way/ Spruce Street/ Percival Avenue intersection for traffic safety reasons. Access to and from Spruce/Percival onto Canada Way is particularly hazardous due poor sight lines and fast moving traffic. The location of the cul-de-sac is as shown on *Figure 1* which was included in the rezoning report.

The rezoning was completed based on the inclusion of the cul-de-sac at the north end of Percival. Council approved the rezoning of the City lands but there has not been any development on these lands nor any other change in the area until the initiation of the Local Improvement Program on Percival in 2002 February.

3.0 LOCAL IMPROVEMENT PROJECT

In 2002 February, a petition for Local Improvement Program (LIP) roadworks on Percival Avenue from Monarch to Spruce was approved by abutting property owners. During the petition process, an information letter that explained LIP procedures, with costs specific to each individual property was mailed to all property owners on Percival Avenue between Monarch and Spruce Streets. This is normal practice for all LIP projects. In the case of the Percival Avenue project, however, a second information letter was sent with a detailed sketch (*Figure 2 attached*) of the proposed cul-de-sac at the north end of Percival at Spruce Street. This was to ensure that owners were in a position to make an informed decision on the planned improvements. Mailings were limited to properties abutting the planned work on Percival Avenue, from Spruce to Monarch Street.

Fourteen of the twenty abutting owners (not including two city-owned properties) on Percival signed the petition registering acceptance of the proposed improvements. The 70% acceptance exceeded the 66% required for the LIP to proceed for Council approval. LIP procedures, from petition to Council's approval of construction bylaws, were completed in strict conformance with Local Government Act, over the period April through to June of 2002.

Council subsequently awarded construction contract 2002-20: Phase II of the 2002 LIP Program, on August 12 including roadworks on Percival Avenue and construction started the week of August 19th with completion scheduled for the late fall of 2002.

4.0 NEIGHBOURHOOD RESPONSE

Shortly after construction began on the LIP roadworks Percival was closed to all but local traffic. Residents of the surrounding neighborhood, particularly those living on Fitzgerald Avenue, expressed concerns regarding the increase in traffic to and from the rear entrance of Burnaby Central High School related to parents dropping off students in the morning and picking up students in the afternoon. Although no traffic counts have been undertaken to confirm this, Fitzgerald Avenue residents have noted an increase in traffic since Percival was closed for construction and are concerned about impact of the long term closure due to the construction of the cul-de-sac.

In response to these concerns, staff have directed the contractor to continue construction on Percival Avenue except in the area of the cul-de-sac, pending consideration of this matter by Council in relation to any possible minor adjustments that may be appropriate.

5.0 RECOMMENDED COURSE OF ACTION

The configuration for Percival Avenue was adopted by Council as part of the rezoning of the city-owned lands and subsequently included as a component of the Local Improvement Program roadworks which were approved through the petition process by the required majority of residents of Percival Street. During construction of the roadworks, residents on Fitzgerald Avenue have raised concerns regarding the inclusion of the cul-de-sac and the impact of the closure on their street from traffic to and from Burnaby Central High School.

In response to these concerns construction of the roadworks will continue on Percival Avenue except in the area of the cul-de-sac and the north end of Percival will remain closed except to local traffic. It is recommended that this report be referred to the Traffic and Transportation Committee (Transportation and Transit Division) for review of any potential traffic control and traffic calming measures that would be done in the context of the approved cul-de-sac plan. Consideration of this matter by the Committee will provide the opportunity for review of the issues raised by the residents of Fitzgerald Avenue and consideration of possible measures to help address these concerns.



J.S. Belhouse, Director
PLANNING AND BUILDING



W.C. Sinclair, Director
ENGINEERING

RG/sa

Attachments(2)

cc: City Solicitor

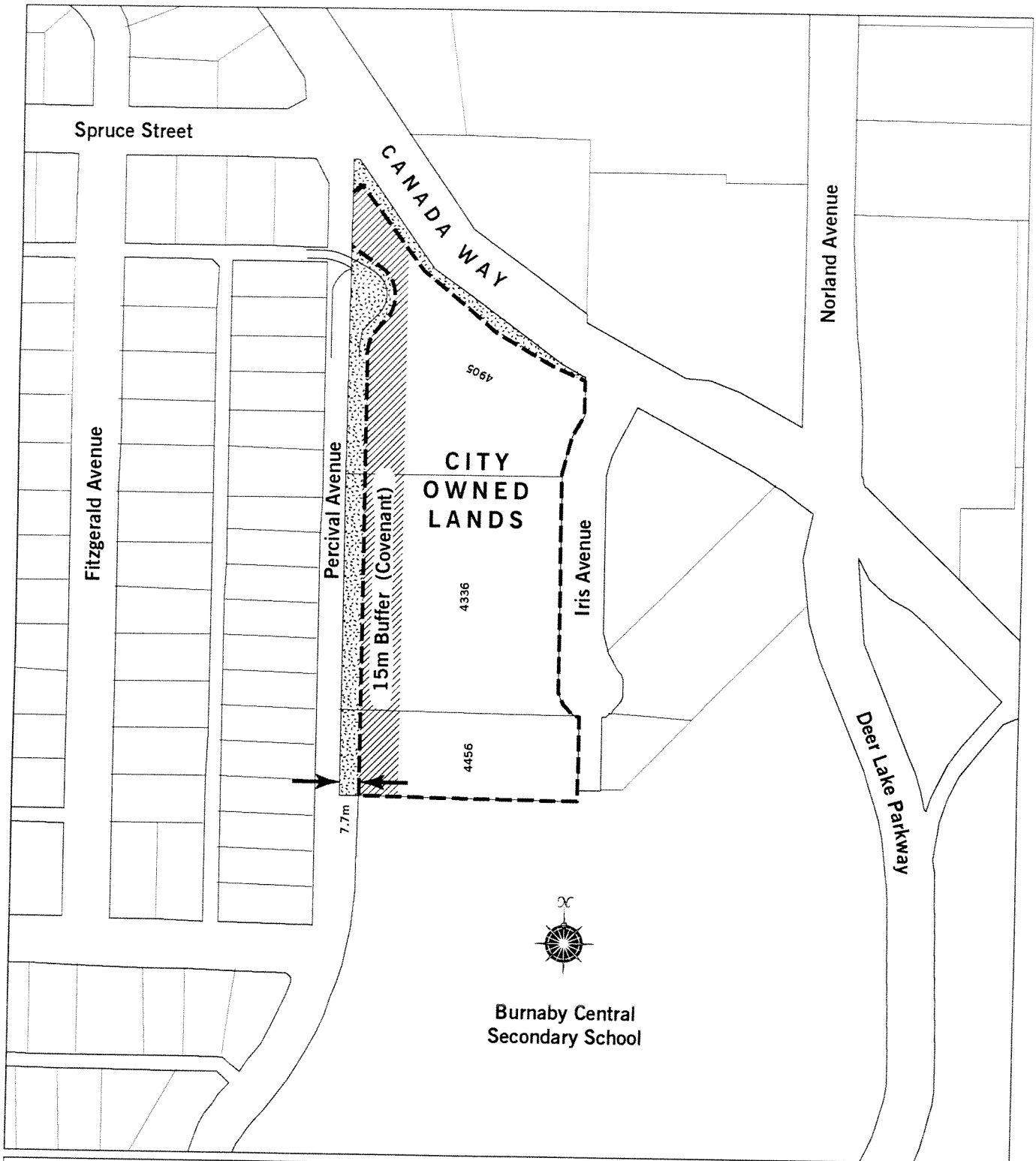


Figure 1

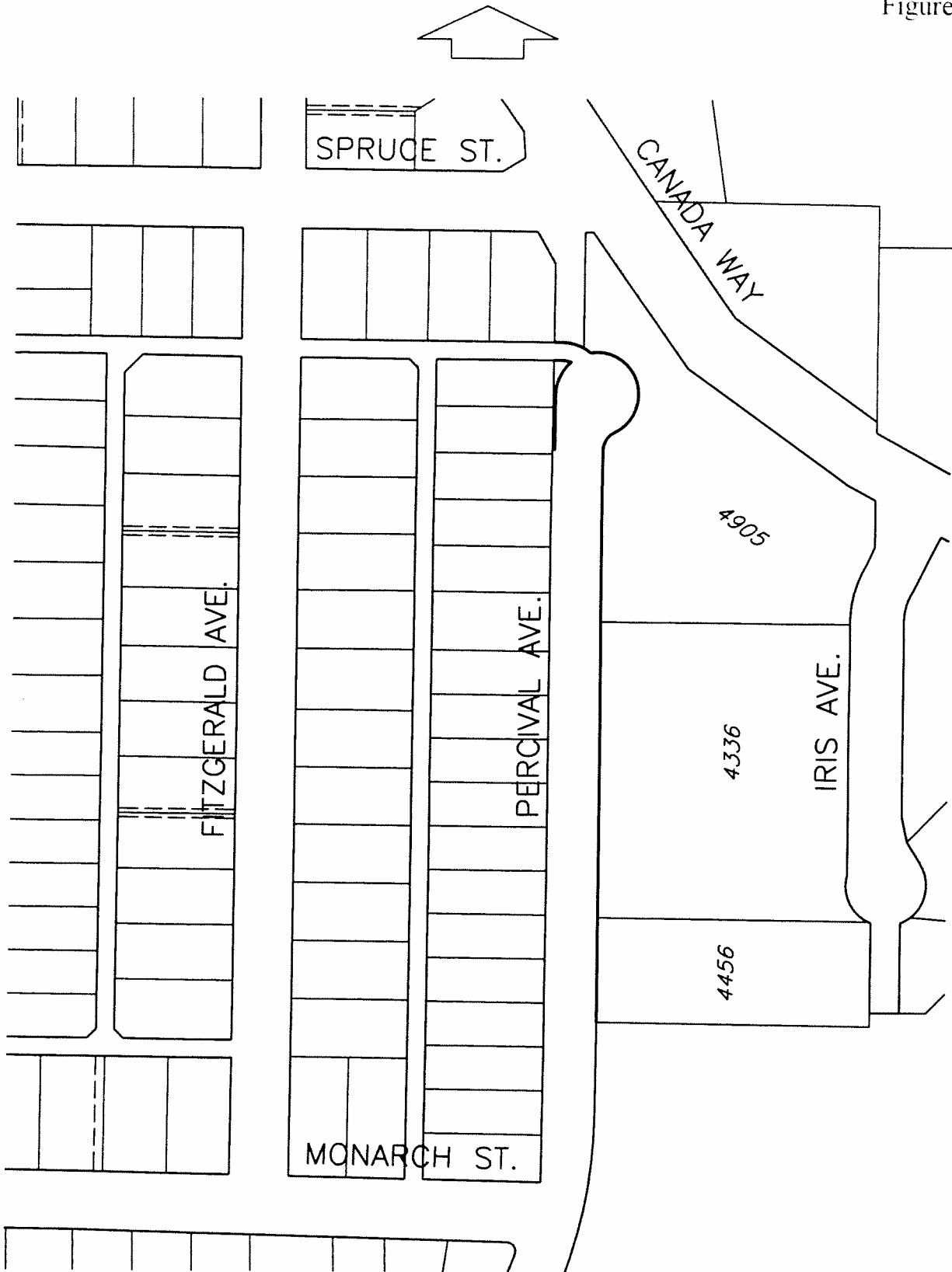
As extracted from Rezoning #51/91 related to
4336 Iris Avenue, 4456 Iris Avenue and 4905 Canada Way



Planning & Building Dept.

H/Nevison/Transportation/Percival/Map1

Figure 2



NO.	DATE	REVISION

PROPOSED LIP
 ON PERCIVAL AVENUE SOUTH OF
 CANADA WAY AND SPRUCE ST

DRAWN BY: HLOUIE SCALE: N.T.S.
 APPRV'D BY: DATE: 2002-09-25

A 577

