ITEM 7
MANAGER'S REPORT NO. 4
COUNCIL MEETING 1978 01 16

Re: CLOSURE OF THE LANE SOUTH OF KITCHENER WEST OF SPERLING (Item 3, Report No. 82, 1977, November 28)

On 1977 November 28, Council tabled the <u>attached</u> report on the proposed closure of a lane. The additional information that Council requested is contained in the following report from the Municipal Engineer.

If the dead-end at the subject lane is created with a conventional type of barrier as proposed, it would be the only one of its kind in the community to be created in that particular way - all other dead-end lanes are the result of topography or in some way related to the natural characteristics of the abutting lane. After creation of this dead-end lane, it will be only one more of many such lanes in Burnaby. In any event, the majority of property owners has expressed their desire to have the lane closed, and this would be done subject only to the approval of Council.

RECOMMENDATIONS:

- 1. THAT Item 3, Report No. 82 dated 1977 November 28 be lifted from the table; and
- 2. THAT the lane between Kitchener and Grant Streets be closed to traffic by a barricade to be installed at the location as shown on the attached sketch (page 120) subject to the requirement that the garbage pick-up from all residences abutting the lane will be from front yards only on both Grant and Kitchener Streets; and
- THAT all the abutting owners, including the petitioners, be so advised.

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TO:

MUNICIPAL MANAGER

FROM:

MUNICIPAL ENGINEER

SUBJECT:

CLOSURE OF THE LANE SOUTH OF KITCHENER STREET WEST OF SPERLING AVENUE - ITEM 3, MUNICIPAL MANAGER'S REPORT NO. 82, 1977.

Further to our report of November 17, 1977 and its subsequent tabling by Council on November 28, 1977 for additional information and possible alternative solutions we submit the following:

The closure of the subject lane was requested by the majority of the residents (87%) living adjacent the lane because of a purported speeding problem caused by non residents using the lane as a means of access to a local grocery store on Sperling Avenue. This grocery store has a customer parking lot that has access from the lane as well as from Sperling Avenue.

One of the possible solutions considered was the closure of the lane access to the grocery store parking lot, however this access was approved under a recent preliminary plan approval (P.P.A.) dated March 12, 1977. This P.P.A. was for alterations and additions to the store and living accommodations and was not responsible for the purported traffic problem as the access to the parking area has been in existence since 1965. This latest P.P.A. required a lane access to function as designed.

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Continued

SUBJECT: CLOSURE OF THE LANE SOUTH OF KITCHENER STREET.

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The petitioners were advised previously that under a Council policy they could apply to have speed bumps installed in their lane at their expense. They rejected this solution and instead requested the physical barricading of the lane at its easterly end.

In our previous submission we pointed out our concerns regarding the backing of large vehicles in the lane if it was blocked but also noted that it was not uncommon because of the number of dead end lanes in the Municipality. This backing out condition was pointed out to the petitioners however they did not feel that it was a problem.

As the only large vehicle that would make regular trips into the lane would be the Municipal garbage truck a condition of barricading could be that all the residents along the lane place their garbage containers in the front for on the street pick-up.

RECOMMENDATION:

THAT: To resolve the concerns of Council over the backing of large trucks, primarily Municipal garbage trucks, that a condition of the previously recommended barricade be a front street garbage pick-up for all residents of the subject lane.

MUNICIPAL ENGINEER

HB:cj

cc: () Traffic Supervisor () Director of Planning

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ITEM

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