

ITEM SUPPLEMENTARY 24
MANAGER'S REPORT NO. 85
COUNCIL MEETING 1979 12 17

RE: CLOSURE OF ARDINGLEY AVENUE AT NORLAND AVENUE
(ITEM 6, REPORT NO. 79, 1979 NOVEMBER 19)

Council has received correspondence and heard one delegation on the closure of Ardingley Avenue. In addition, a report was received on this matter on November 19 (Item 6, Report No. 79). A further item of correspondence from Mr. A. R. Houston, President of Tex-Pro, appears on the agenda for this meeting of Council.

The Municipal Manager appreciates and agrees with the arguments that have been advanced by the Engineering and Planning Departments for retention of the road closure. However, there is no indication at this time as to when future development in the area will actually necessitate a permanent closure of the road, and furthermore, it may very well not occur for a fairly long period of time. Under the circumstances the Manager is of the view that Ardingley should be reopened subject to the conditions as noted in the following recommendation.

RECOMMENDATION:

1. THAT Ardingley Avenue be reopened subject to the following conditions:
 - a) It be northbound only between Sprott and Laurel; and
 - b) That signs be erected advising that Ardingley is a "Temporary Access" and will be closed at some time in the future.

* * * * *

TO: MUNICIPAL MANAGER 79 12 12
FROM: MUNICIPAL ENGINEER
SUBJECT: ARDINGLEY AVENUE AND NORLAND AVENUE.

RECOMMENDATIONS:

1. THAT Council concur with the action taken in closing Ardingley Avenue at Norland Avenue at this time.
2. THAT Mr. A.R. Houston, President, Tex-Pro Western Limited, 1221 Franklin Street, Vancouver, B.C., V6A 1J8, be sent a copy of Report Item #6, Manager's Report 79, Council meeting 79 11 19 in addition to a copy of this report.
3. THAT Mr. Reg. M. Allen, 6307 Laurel Street, Burnaby, V5B 3B3 and Mr. Almerling, 3311 Ardingley Avenue, Burnaby, V5B 4A5, be sent a copy of this report.

REPORT

Council at its meeting of 79 12 10 requested that the Municipal Engineer submit a report outlining the costs involved in re-opening Ardingley Avenue at Norland Avenue to provide for a northbound movement and to give an estimate of timing.

To provide an interim standard of asphalt pavement to connect Ardingley Avenue to Norland Avenue (Sketch #1) would cost approximately \$3,000 and could be started right away with the only delay being the final paving due to weather and the availability of a paving machine. This standard would be classed as temporary only in that future street plans call for the elimination of this section of Ardingley Avenue.

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In view of future closure plans we would reiterate our comment of Report Item 6, Manager's Report 79, Council meeting 79 11 19: 193

"To have left Ardingley open would probably have resulted in even more complaints when it was ultimately discontinued as the area would be more fully developed with more traffic generated using Ardingley".

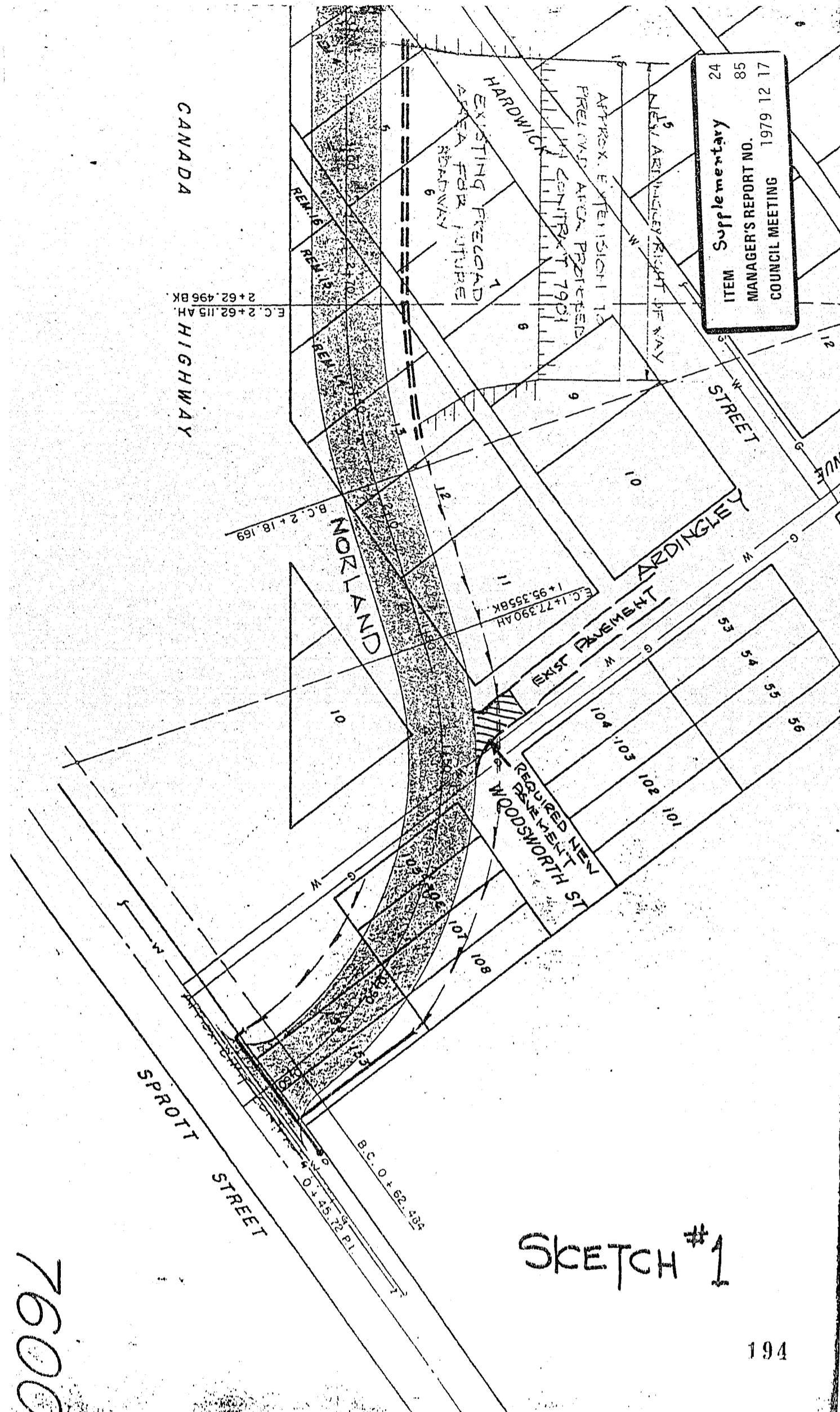
We believe that the closure of Ardingley should remain in effect, but if a decision should be made to have it re-opened, that:

- (a) all affected property owners be formally notified in writing of its future closure; and
- (b) that signage be erected at this time at strategic locations to clearly advise all concerned that Ardingley is to be closed in the future.

We would suggest that any future developments in this area should be constructed with accesses to reflect the closure of Ardingley Avenue.


MUNICIPAL ENGINEER

HB/ch
Att.
c.c. () Traffic Supervisor
() Director of Planning



7600

SKETCH #1

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TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
SUBJECT: ARDINGLEY AVENUE, DARNLEY STREET AND NORLAND AVENUE

1979 DECEMBER 14

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RECOMMENDATION:

1. THAT Council concur to maintain the current closure to traffic of Ardingley Avenue immediately north of the newly constructed Norland Avenue extension.

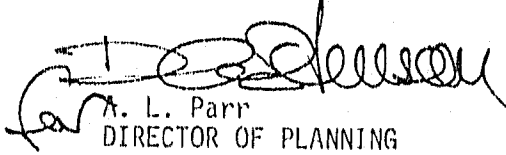
REPORT

During the 1979 December 10 Council meeting, staff were requested to provide additional information concerning the closure of Ardingley Avenue subsequent to the completion of construction of the Norland Avenue extension to Sprott Street (see attached Sketches 1 and 2).

From time to time since early 1972 February, the Corporation has received correspondence and a petition from residents on Ardingley Avenue and Laurel Street opposing truck traffic use of the streets in their area.

The recent construction of the Norland Avenue extension through vacant and difficult ground conditions away from the residences and linking with Sprott Street is not only a reflection of the Corporation's concern to curtail the accessibility of the current residential streets to trucks but displays the Corporation's interest in providing a high quality collector facility for businesses in the area yet recognizing the development potential for the area through the concept plan for the Burnaby Lake Sports Complex.

The Ardingley alignment cuts through approximately the centre of the proposed sport and exhibition hall site. Although there is no current schedule for the construction of this facility, should a decision be made by Council to construct this facility, in the near future or later, the closure of Ardingley Avenue to all industrial traffic would have followed closely. In this regard, the Planning Department would reaffirm the recommendation of the Municipal Engineer that should Council act to reopen the street to traffic at this time, all affected property owners be formally notified of the future closure of the street.

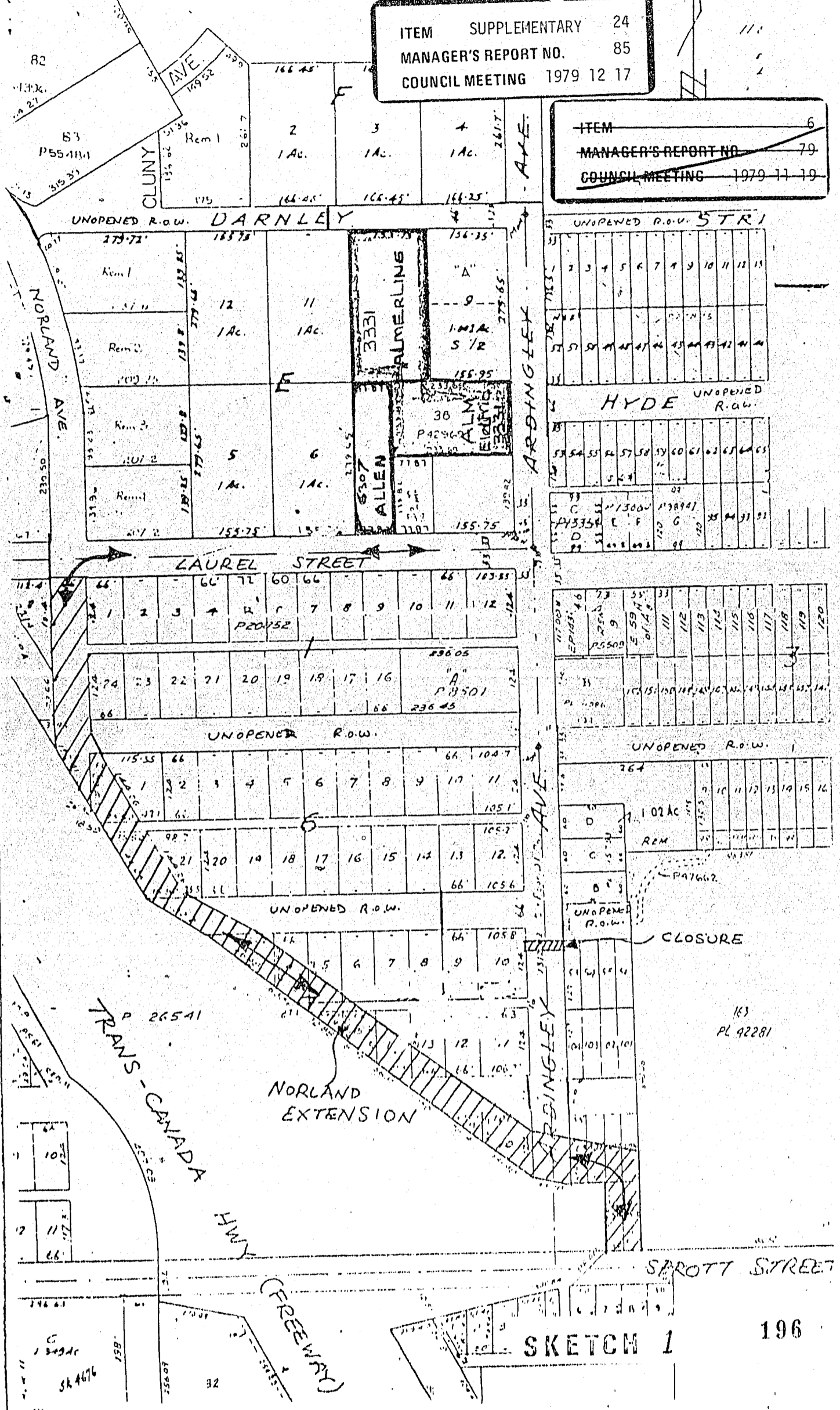

A. L. Parr
DIRECTOR OF PLANNING

WSS/sam
Attachments

cc: Municipal Engineer

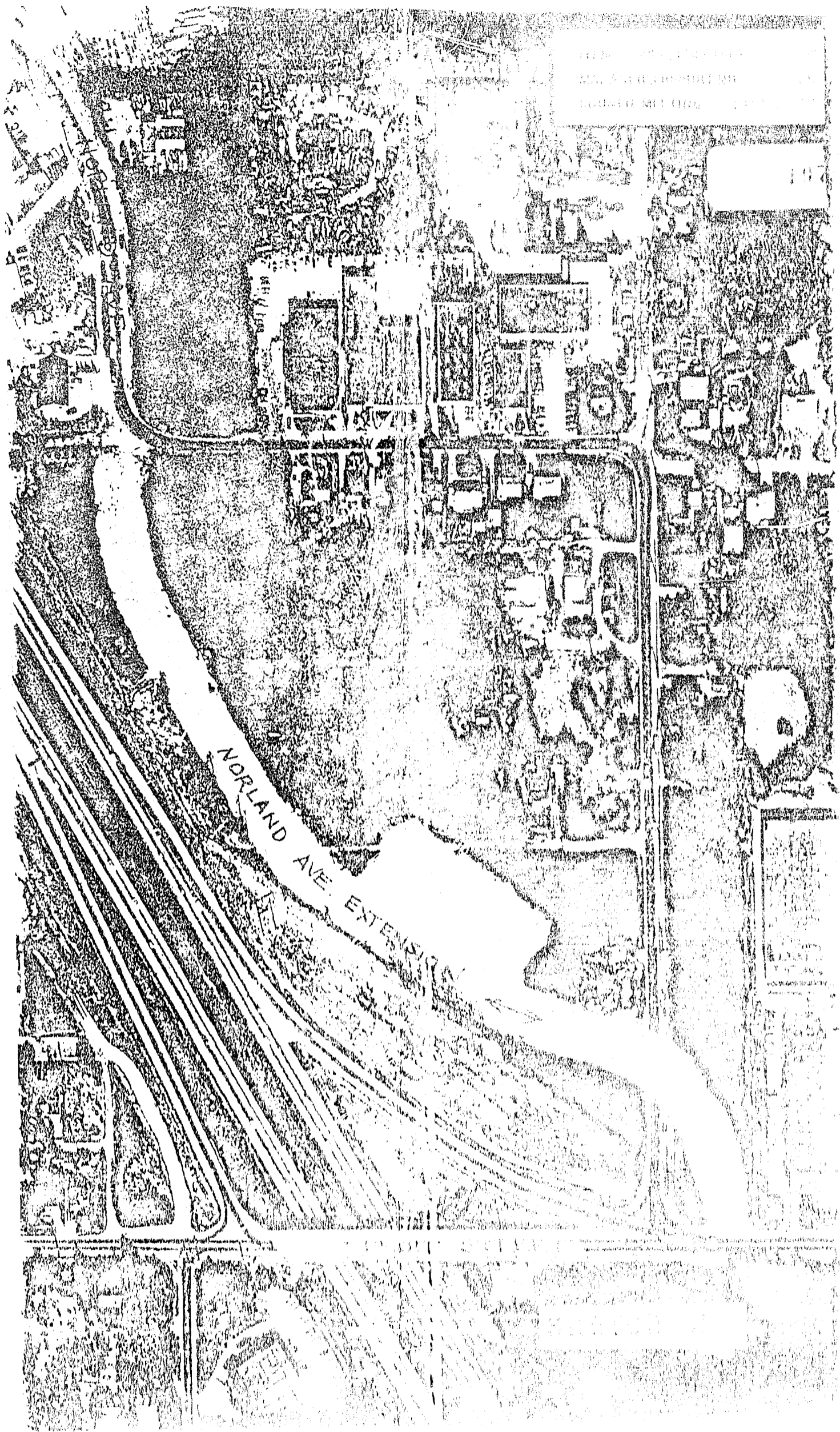
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~~ITEM 6
 MANAGER'S REPORT NO. 79
 COUNCIL MEETING 1979 11 19~~



SKETCH 1

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NORLAND AVE. EXTENSION

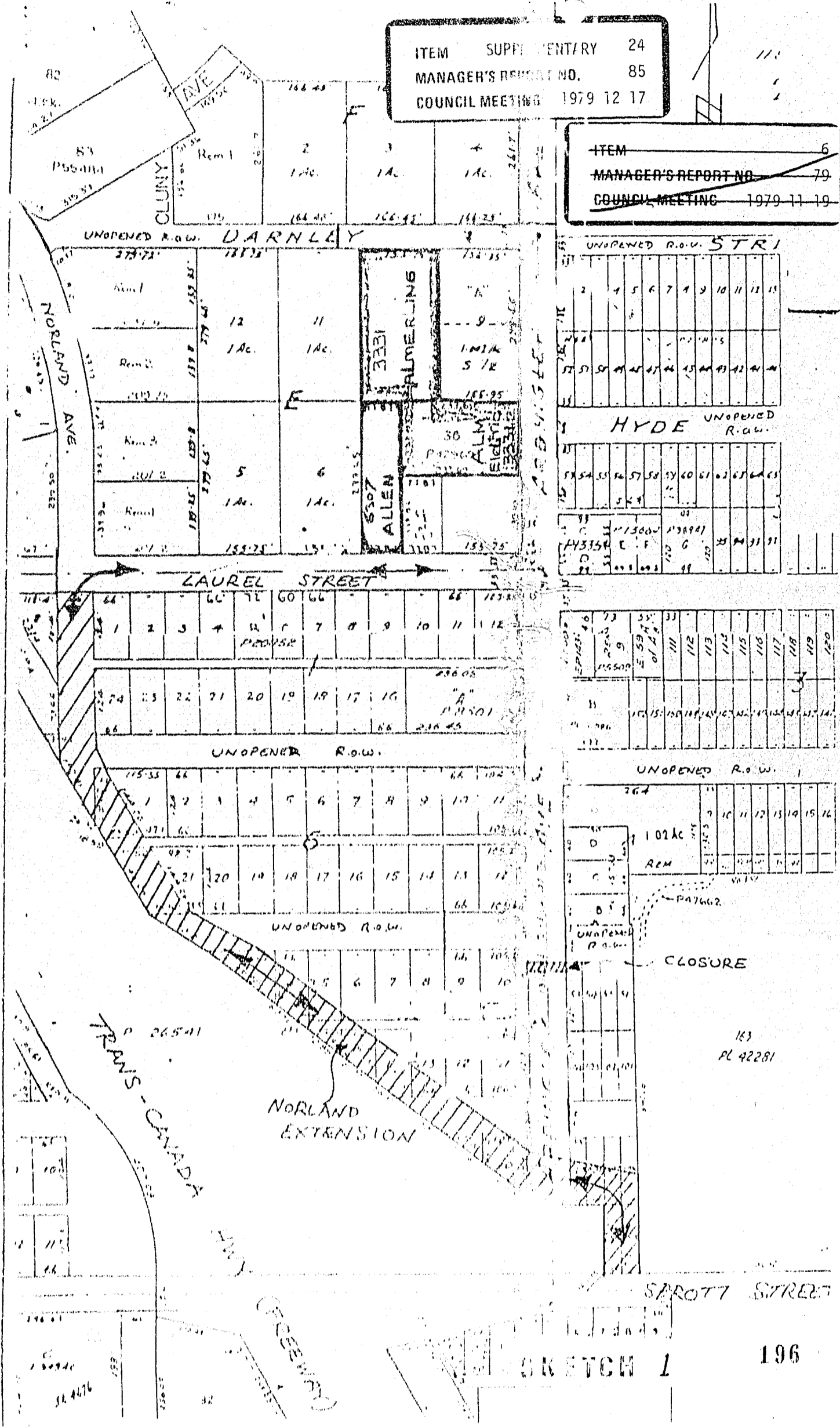
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AERIAL PHOTOGRAPHY UNIT
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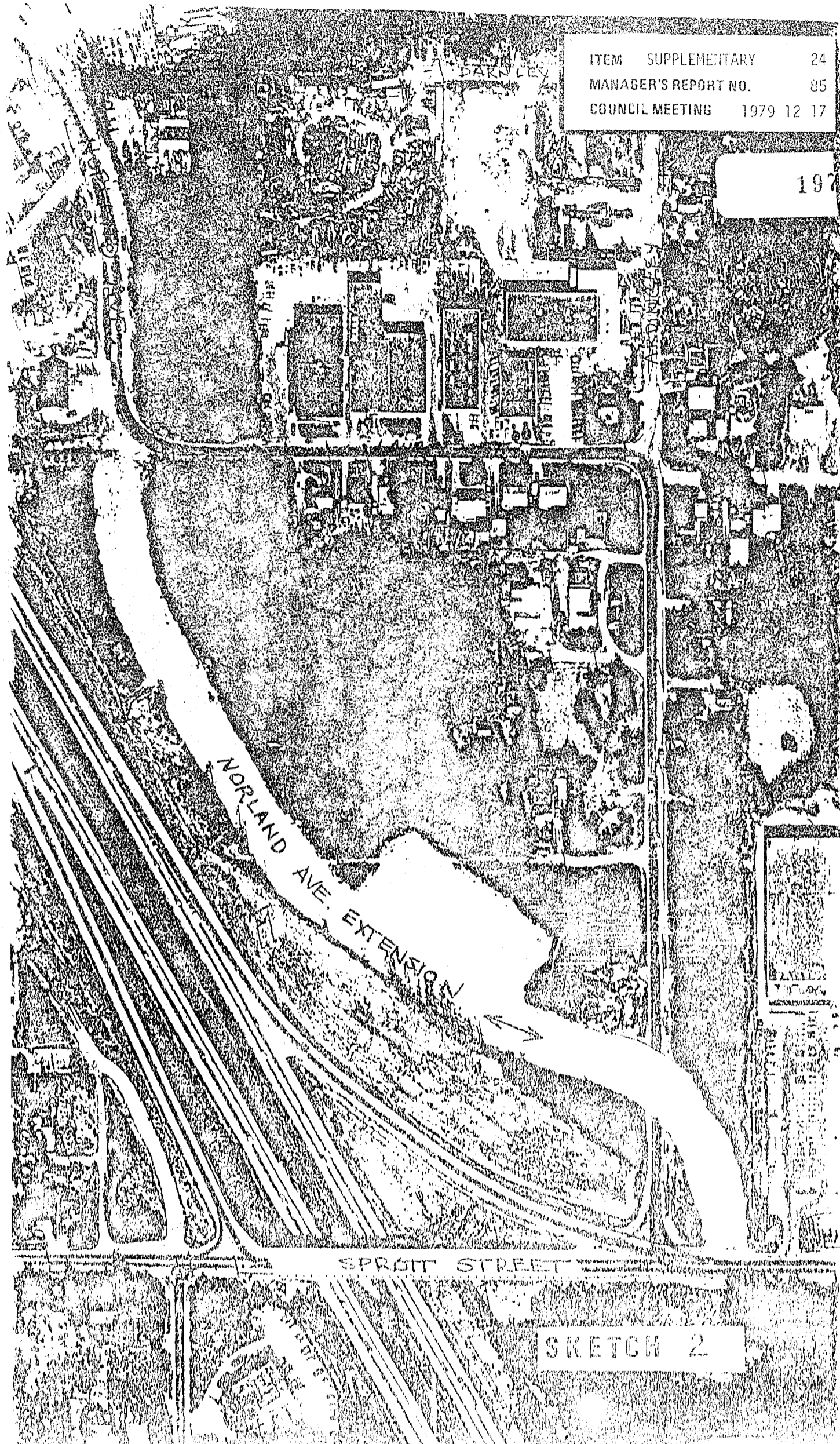
~~ITEM 6
 MANAGER'S REPORT NO. 79
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SKETCH 1 196

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SKETCH 2