

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

RE: LETTERS WHICH APPEARED ON THE AGENDA FOR THE 1979 NOVEMBER 13  
MEETING OF COUNCIL

(a) MARITIME INDUSTRIES LIMITED  
6307 LAUREL STREET, BURNABY, B.C. V5B 3B3

(b) E. ALMERLING  
3331 ARDINGLEY AVENUE, BURNABY, B.C. V5B 4A5  
CLOSURE OF ARDINGLEY AVENUE AT NORLAND AVENUE

The subject correspondence which pertains to the closure of Ardingley Avenue and Norland Avenue appeared on the agenda for the 1979 November 13 meeting of Council. Following is a report from the Municipal Engineer on this matter.

RECOMMENDATION:

1. THAT the recommendations of the Municipal Engineer be adopted.

\* \* \* \* \*

TO: MUNICIPAL MANAGER 79 11 13  
FROM: MUNICIPAL ENGINEER  
SUBJECT: CLOSURE OF ARDINGLEY AVENUE AT NORLAND AVENUE

RECOMMENDATIONS:

1. THAT Mr. Reg. M. Allen, 6307 Laurel Street, Burnaby, V5B 3B3, be sent a copy of this report.
2. THAT Mr. Almerling, 3331 Ardingley Avenue, Burnaby, V5B 4A5, be sent a copy of this report.

REPORT

The captioned closure was implemented during the construction of the Norland Avenue extension and was installed initially on Wednesday 79 10 31. The decision to close Ardingley Avenue was based upon the approved Development Plan for the Burnaby Lake Sports Complex. Under this plan Ardingley is to become an access road only to the Sports Complex (it would connect to Norland just west of its present location).

As the result of further review of this Development Plan there is a current proposal to alter the plan which includes the elimination of the Ardingley Avenue access to Norland Avenue. Regardless of which proposal is ultimately developed, Ardingley is to be discontinued as a service road to the industrial/commercial areas around Norland Avenue and Laurel Street. Therefore it was felt that the current closure of the existing Ardingley would be in keeping with the future plans and be of immediate benefit to those few remaining residences along Ardingley. 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.

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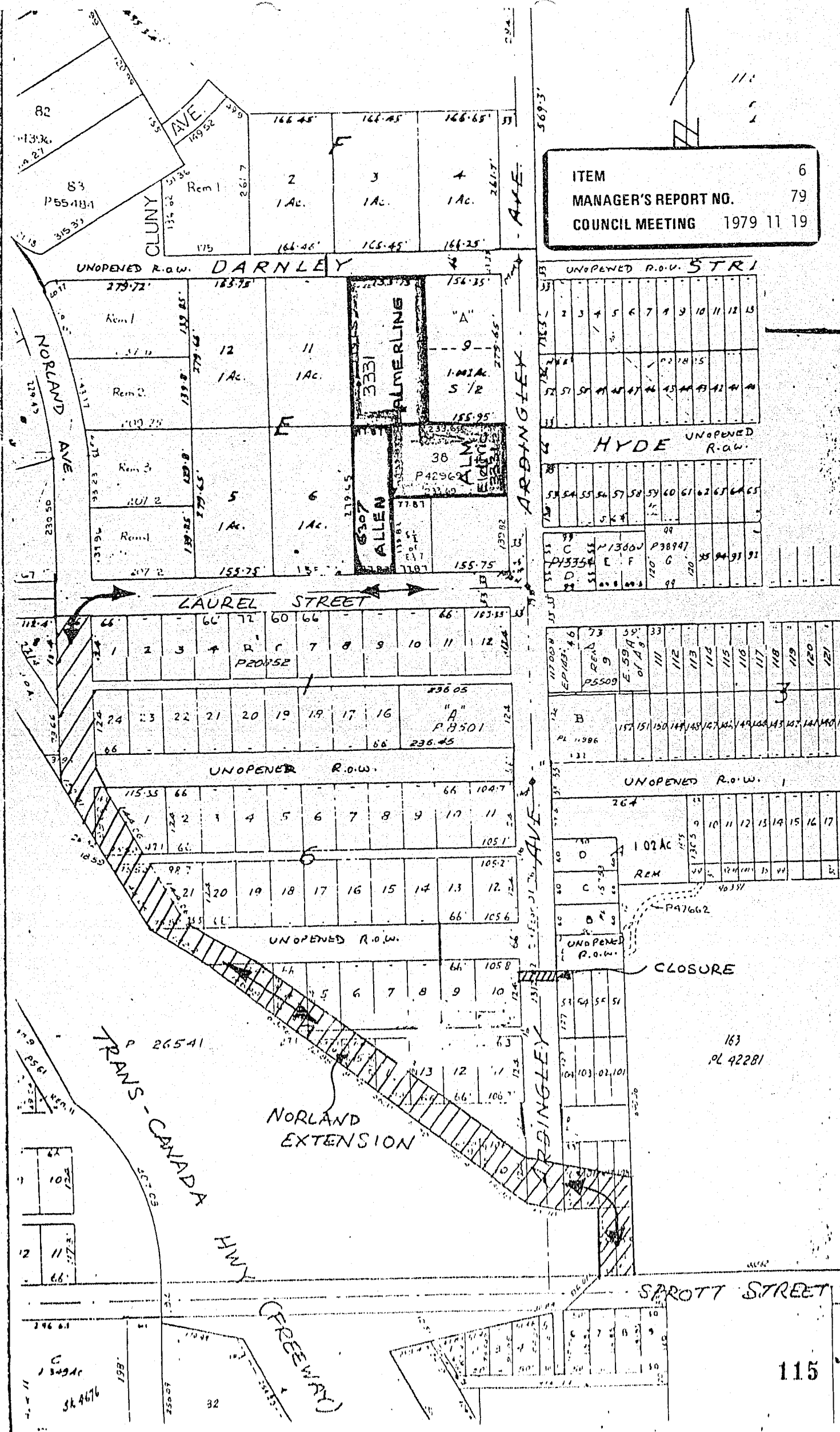
On the attached sketch we have shown the route which traffic from Laurel, Ardingley, and Darnley must use, with the closure of Ardingley at Norland, in order to proceed south and/or east, or get access to the freeway westbound. The difference in distance travelled, from the intersection of Laurel and Ardingley is approximately 400 metres, and involves one additional stop, Laurel at Norland. Norland Avenue has been constructed to the industrial standard of 14 metres between curbs with 9 - 10 metre radii on curb returns from intersecting streets. This permits safer and easier maneuvering of larger vehicles than on the 6 metre interim pavement cap that existed on Ardingley.

In his letter, Mr. E. Almerling asks when Darnley Street will be extended to Norland Avenue. This extension has been awaiting further development of those undeveloped properties adjacent Darnley and will probably be a requirement of their development. Since we do not have any idea of when future development will be taking place we are unable to say when Darnley will be completed to Norland Avenue.

In response to the question of only a two-day notice of the closing of Ardingley, we would advise that we normally try to give a week's notice of such a closure, however, we were only notified by our contractor two days before that he would be placing the designed curb of Norland Avenue across Ardingley. Although we could have insisted on being given more time, it was felt that the closure should proceed on schedule because the weather was cooperating with the completion of the project, and a delay would have disrupted the continuity of the work with some corresponding additional cost. More importantly, it was believed that affected persons would have known about the imminency of the closure due to the nature of the work as it progressed toward completion, i.e., it was believed that the way in which the curbs were constructed on Norland adjacent to Ardingley and the overall state of the work as it proceeded gave a fairly accurate indication to all concerned as to the approximate time when the closure would be made. It was also felt that the public would not be unduly inconvenienced because there was a highly acceptable alternate route out via Laurel Street. Staff nevertheless regrets any inconvenience that persons may have experienced as a result of this closure.

  
MUNICIPAL ENGINEER

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



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