

ITEM	9
MANAGER'S REPORT NO.	71
COUNCIL MEETING	Nov. 8/76

Re: LETTER FROM VICTOR AND MURIEL LOVE THAT APPEARED ON THE AGENDA
FOR THE NOVEMBER 1, 1976 MEETING OF COUNCIL (ITEM 5b)

Appearing on last week's agenda was a letter from Victor and Muriel Love regarding their property at 8720 Government Road. Following is a report from the Director of Planning on this matter.

RECOMMENDATION:

1. THAT a copy of this report be sent to Victor and Muriel Love.

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PLANNING DEPARTMENT
NOVEMBER 5, 1976

TO: MUNICIPAL MANAGER
FROM: DIRECTOR OF PLANNING
SUBJECT: LOVE PROPERTY
8720 GOVERNMENT ROAD

Reference a letter dated October 27, 1976 from Victor and Muriel Love concerning the above property.

As requested the Planning Department would comment on the statements contained within the letter as follows:

"....is it a personal vendetta?"

The answer is obviously no; the subject A2 zoned property is a vital and essential part of the Brunette River and Stoney Creek park/trail system, linking Burnaby Lake with Burnaby Mountain and with Regional trails to the East. The subject property was included as part of the Burnaby Lake Regional Park complex in both the North-East Burnaby Study, which was approved by Council in 1966, and in the Park Sites Review Report, which was adopted by the Parks and Recreation Commission and the Council in 1967 as a guide to future park development in the Municipality. Council on December 2, 1974 reaffirmed their earlier decisions to include the Love property in the Central Valley Park System and to pursue the acquisition of this property. It is currently a high priority acquisition in the Park Acquisition Programme.

"....due to future road planning it (the subject property) would be inaccessible for people from the North-East.."

Accessibility is one of the several criteria which were examined in determining that the subject property was not suitable for an urban Community/Recreation Centre site for North-East Burnaby.

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Mr. Love's comment refers to a general discussion on the subject of accessibility. The major point made at the meeting referred to held on October 21, 1976 was that road planning in the area, because it involved both the Provincial (Highway Department) and Federal (CTC) Governments, was unclear.


We know that the private rail crossing to the property is to be closed, and that as an alternative the Provincial Highway Department has constructed an alternative access which will pass under the proposed Gagliardi Way extension to Cariboo Road. We know that CTC funds for overpass construction and their approval for such construction are related to the closure of the at-grade crossing which the overpass will replace.

However, we do not know in detail, with the construction of the overpass and the closure of Cariboo, how access to Cariboo Road, south of the Freeway will be maintained. It is our view that a connection will have to be provided to Cariboo from the future road which links the Stormont Interchange to Edmonds, and we are currently corresponding with the Provincial Highway Department on this question.

Whatever the solution, properties in this vicinity will probably gain access from the North by traffic travelling south on the Gagliardi extension, gaining access via a future link to Cariboo Road, and then travelling north on Cariboo Road. The point made at the meeting is that this is a circuitous route to gain access to the area. It may lead to the need for a private rail crossing to serve Continental Can, but this will have to be resolved in negotiations between the Provincial and Federal Governments.

The point was also made at the meeting that the areas north and south of the Freeway are linked by North Road, to which free access is possible, and of course by the proposed Gagliardi Way/Stormont Interchange/Edmonds connection. Free movement between the two areas whether for students in cars or emergency vehicles will be possible via these two routes, one existing and one proposed.

Submitted for the information of Council.


A. L. Parr,
DIRECTOR OF PLANNING.

ALP; cm