



IN CAMERA

ADMINISTRATIVE REPORT

Report Date: April 6, 2010
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VanRIMS No.: 08-2000-21
Meeting Date: April 20, 2010

TO: Vancouver City Council

FROM: Director of Real Estate Services in consultation with the General Manager of Engineering Services

SUBJECT: 7228 Knight Street - Property Acquisition for Left Turn Bays on Knight Street at 57th Avenue

IN CAMERA RATIONALE

This report is recommended for consideration by Council in the In Camera agenda as it relates to Section 165.2(1) of the *Vancouver Charter*: (e) the acquisition, disposition or expropriation of land or improvements, if the Council considers that disclosure could reasonably be expected to harm the interests of the city.

RECOMMENDATION

THAT Council authorize the Director of Real Estate Services to proceed with the acquisition of 25.3 square metres (272 sq ft) of land for road purposes from 7228 Knight Street , legally described as Parcel Identifier : 010-934-456 Lot 48, Except The West 7 Feet Now Road, Blocks 29 to 31 District Lot 200 Plan 1770 at a total cost of \$39,000. Funding for the acquisition is available from the 2009 Street Basic Capital Budget for Arterial Improvements- Clark/Knight Corridor (A4A1).

No legal rights or obligations shall arise or be created until all legal documentation is fully executed on terms and conditions to the satisfaction of the Directors of Real Estate and Legal Services.

GENERAL MANAGER'S COMMENTS

The General Managers of Business Planning & Services and Engineering Services recommend approval of the foregoing.

COUNCIL POLICY

On May 27, 1997 Council approved the Vancouver Transportation Plan which recommended that staff develop improvements for goods movement and safety along Knight Street.

On January 15, 2002 Council approved the Victoria-Fraserview/Killarney Community Vision which provided a direction to improve conditions and safety on Knight Street for residents, pedestrians and transit users.

On April 20, 2003 Council approved the Clark-Knight Corridor Whole Route Analysis project to develop a corridor plan that would recommend improvements for pedestrians, transit users, residents and goods movement.

On March 29, 2005 Council approved the Clark-Knight Corridor Plan which outlined various measures to improve liveability and transportation safety along the corridor, including left turn bays on Knight Street at 57th Avenue.

PURPOSE

The purpose of this report is to seek Council approval to acquire a 25.3 square metres (272 sq ft) widening strip from 7228 Knight Street for the installation of Left Turn Bays on Knight Street at 57th Avenue (Appendix A).

BACKGROUND

Clark Drive and Knight Street provide a vital transportation corridor through Vancouver. This eight-kilometer route, which extends from the Port of Vancouver on Burrard Inlet to the Knight Street Bridge at the Fraser River, carries between 38,000 and 55,000 vehicles per day. It is the most heavily used truck route in the City and is a key regional connection between the Port, the City, the region, and the United States border. In addition, the corridor runs through single-family residential neighbourhoods for the majority of its length. There are schools, parks, commercial areas and a community centre along the route that make travel on and across the corridor essential for many local residents.

The frequency of collisions along the Clark-Knight Corridor is among the highest in the City of Vancouver. The 1997 Vancouver Transportation Plan directed staff to undertake improvements along the Clark-Knight corridor to improve both safety and liveability. The resulting Clark-Knight Whole Route Analysis identified 19 safety and liveability improvements and partnership funding from TransLink, ICBC and the Canada Border Infrastructure Fund.

On March 29, 2005 Council (RTS 4549) approved the Clark-Knight corridor Plan, including left turn bays on Knight Street at 57th Avenue in principle, subject to report back on further public consultation and the study of 57th Avenue for the possibility of redesignation to neighbourhood collector, network analysis and a traffic calming plan. This project has been a priority for previous Councils.

DISCUSSION

Staff will report back on the items requested by Council (RTS 4549) in late spring of this year. The timing of this report will coincide with decisions on other capital project priorities and Council will decide if this project is to proceed. In the meantime, it's important to proceed with the acquisition of this property now, as there is a willing seller.

The owner has expressed an interest in selling the widening strip before he lists the property for sale. In the absence of a willing seller if the project is to proceed, the City could be faced with expropriating the property which would generate additional costs and increase the time to complete the transaction. Following negotiations with the owner they have agreed to sell the widening strip to the City at a purchase price of \$39,000 in satisfaction of all disruptive factors relating to the City's acquisition of the land.

The subject property is zoned RS-1S and improved with an older two storey basement home. The proposed widening of Knight Street at this location necessitates the acquisition of 25.3 square metres of land (272 sq ft) from the frontage of the property.

FINANCIAL IMPLICATIONS

Funding is available from the following source

- 2009 Street Basic Capital Budget for Arterial Improvements- \$39,000
Clark/Knight Corridor (A4A1)

CONCLUSION

The General Manager of Engineering Services notes that the purchase of the property now represents best value to the City in terms of property acquisition costs and avoids potential delays in having to deal with an unwilling seller at a later date. It also decreases the risk of losing significant partner funding due to delays in completing project construction. The Director of Real Estate Services considers the acquisition price of \$39,000 fair compensation for the property.

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