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ADMINISTRATIVE REPORT

Report Date: June 8, 2010
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Meeting Date: June 22, 2010

TO: Vancouver City Council

FROM: Director of Real Estate Services in consultation with the General Managers of Parks and Recreation and Engineering Services

SUBJECT: Kensington Park: Dedication of Land for Road Purposes

RECOMMENDATION

- A. THAT Council revoke the designation "permanent park" of a portion of Kensington Park (which park is legally described as PID : 010-580-948, Lot K, District Lots 700 and 701, Plan 7517), which portion consists of 791.5 sq metres (8517 sq feet) along the western edge of the park as shown on Appendix A (the "Proposed Road Portion").
- B. THAT Council establish the Proposed Road Portion for road purposes, as described in this report.

Recommendation A requires an affirmative vote of not less than 2/3 of Council.

GENERAL MANAGER'S COMMENTS

The General Managers of Business Planning and Services, Engineering Services and Park Board recommend approval of the foregoing.

COUNCIL POLICY

Council approval is required to acquire or dispose of civic properties.

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 33rd Avenue.

Although not a formal policy, the long standing practice of the Park Board is to support dedication/establishment of strips of park land or granting right-of-ways through parks for transportation and/or infrastructures purposes, as long as the review concludes that the outcome is in the public interest.

PURPOSE

The purpose of this report is to seek Council approval to remove the "permanent park" designation from a 791.5 sq metre portion of Kensington Park in order to establish it for road purposes.

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 on the Clark-Knight corridor to improve both safety and livability along the corridor. The resulting Clark-Knight Whole Route Analysis identified 19 safety and livability improvements and partnership funding from TransLink, ICBC and the Canada Border Infrastructure Fund.

The Vancouver Charter (section 488) describes the procedures for designating a park as a "permanent park" and for revoking "permanent park" status. The Charter states that "such designation may be revoked or cancelled by resolutions of both City Council and the Park Board where, in each case, the same was passed by an affirmative vote of not less 2/3 of all members thereof".

The Vancouver Park Board at its meeting on May 17, 2010 approved recommendations A and B.

DISCUSSION

On March 29, 2005, City Council approved the 'Clark-Knight Corridor Plan', a long-term transportation plan for the arterial street. The plan includes two components that affect Kensington Park:

- a) the widening of the street corridor by 0.6 m (2 feet) between 15th Avenue and Marine Drive; and
- b) the construction of left-turn bays along Knight Street at 33rd Avenue.

On November 3, 2009, City Council approved the detailed design of the left-turn bays along Knight Street at 33rd Avenue, which included using a portion of Kensington Park for road.

The widening of the street corridor by 0.6 m (2 feet) and the construction of left-turn bays require the establishment of 0.08 hectares or 0.20 acres of Kensington Park for road purposes (about 1% of the existing park). Between 35th and 37th Avenues, a 0.6 m (2 foot) wide strip is required for wider boulevards. Between 33rd and 35th Avenues, the required strip widens from 0.6 m (2 feet) at 35th Avenue to about 6.9 m (23 feet) at 33rd Avenue for the proposed left turn bays.

The intent for the widening of the street corridor by 0.6 m (2 feet) is to create sufficient room along the sidewalk to plant a row of trees between the sidewalk and the street in the medium or long term. Park Board staff support this initiative because it will improve the pedestrian environment along the sidewalk and lead to the planting of additional street trees, without having a negative impact on Kensington Park.

With regard to the construction of left-turn bays, Engineering Services and Park Board staff have agreed to the following design features along Knight Street between 33rd and 35th Avenues:

- a) a retaining wall will be built between 33rd and 34th Avenues;
- b) the zone between the softball diamond backstop and the new retaining wall will be made flat (rather than remaining sloped downwards toward Knight Street);
- c) a new pathway will be built on the west side of Kensington Park between 33rd and 35th Avenues; and
- d) a new staircase will be built to connect the new park pathway to the signalized intersection of Knight Street and 33rd Avenue.

These physical changes will be paid for by Engineering Services as part of the construction of the left-turn bays on Knight Street. Engineering Services agreed to spend up to \$650,000 which is fair compensation for the 791.5 sq metre portion of the park that is required for the construction of left-turn bays.

Ongoing maintenance of the retaining wall will be the responsibility of Engineering Services. Ongoing maintenance of the park pathway and staircase will be the responsibility of Park Board.

Because this portion of Kensington Park is designated as "permanent park", the following steps are required:

- a) both Park Board and City Council revoke the "permanent park" designation for the 791.5 sq metre portion of Kensington Park required for road purposes; this requires an affirmative vote of not less than 2/3 of both elected bodies; and
- b) City Council approve the required resolution to establish the required portion of Kensington Park as road;

The Vancouver Park Board at its meeting on May 17, 2010 approved a recommendation to: (A) revoke the "permanent park" status of the 791.5 sq metre portion Kensington Park; (B) support the Council resolution to establish the required portion of Kensington Park as road.

The portion of Kensington Park proposed to be established as road is shown in Appendix A.

CONCLUSION

The Director of Real Estate Services considers the arrangements made with the Park Board to establish a small portion of the park for road purposes to be reasonable.

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**PLAN SHOWING ROAD WIDENING REQUIREMENTS FROM LOT K DISTRICT LOTS
700 AND 701 PLAN 7517 (KENSINGTON PARK) ALONG KNIGHT STREET
BETWEEN 33RD AVENUE AND 37TH AVENUE**

ALL DISTANCES ARE IN METRES
DRAWING NOT TO SCALE

NOTE: DIMENSIONS ARE BASED ON
PLAN 7517. FINAL DIMENSIONS ARE
SUBJECT TO FIELD SURVEY.



DUMFRIES STREET

ENGINEERING SERVICES
MAY 4, 2010

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