



## ADMINISTRATIVE REPORT

Report Date: June 24, 2013  
Contact: Jerry Dobrovolny  
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RTS No.: 10181  
VanRIMS No.: 08-2000-20  
Meeting Date: July 9, 2013

TO: Vancouver City Council

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

SUBJECT: Clarendon Connector Properties

### ***RECOMMENDATION***

- A. THAT Council authorize the Director of Legal Services in consultation with the General Manager of Engineering Services to proceed with the necessary arrangements to establish as road the City-owned properties listed in the attached Appendix A, and being the same as shown outlined on the sketch attached hereto as Appendix B.
- B. THAT Council authorize the Director of Real Estate Services to solicit offers to purchase for the remainder portion of 2448 East 33rd Avenue as shown in Appendix C, legally described as PID 014-151-553; Lot 37 Except the north 7 feet, now road Block K District Lot 393 Plan 1955 (the "Surplus City-owned Property") through a public tender process. A report back to Council will be conducted prior to any future sale.

### ***REPORT SUMMARY***

Construction of the Clarendon Connector project was approved in the 2013 Capital Budget and is scheduled to start this summer. This project completes a missing link in the road system that was identified in the Norquay Community Plan. To create the new road segment, five lots were purchased by the City. Approval from Council is required to establish four of the lots and a 0.305 metre wide portion of the fifth lot as road pursuant to the Vancouver Charter and to seek offers for the sale of Surplus City-owned Property that is surplus to the City's needs.

### ***COUNCIL AUTHORITY/PREVIOUS DECISIONS***

The authority for establishing streets and lanes is set out in Section 291 of the Vancouver Charter.

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

In November 2010, Council approved the Norquay Village Neighbourhood Centre Plan, which included the proposed completion of the Clarendon Connector.

On February 14, 2012, Council approved the Transportation 2012 Capital Budget, which included the Engineering Service department reimbursing the corporate Land Purchase Fund for properties purchased in advance of the Clarendon Connector project.

On December 4, 2012, Council approved the Transportation 2013 Capital Budget, which included construction of the Clarendon Connector project.

### ***CITY MANAGER'S/GENERAL MANAGER'S COMMENTS***

The General Managers of Real Estate and Facilities Management and Engineering Services note that this report seeks Council approval for the Director of Real Estate Services to offer the Surplus City-owned Property for sale via public tender but does not seek Council authority to sell the Surplus City-owned Property; any such decision will be reported back to Council as appropriate in the future. The General Managers of Real Estate and Facilities Management and Engineering Services recommend approval of the foregoing.

### ***REPORT***

#### ***Background/Context***

The Clarendon Connector project is located within the Norquay Village Neighbourhood. The lack of connectivity in Norquay Village's street network south of Kingsway has been a longstanding challenge for the community placing substantial traffic volumes on local streets. Since the Expo Line consultations of the mid-1980's, the City has been planning and acquiring property for an extension of Clarendon Street from its present T-intersection at 34th Avenue (local street) to a T-intersection at 33rd Avenue (secondary arterial street).

The Norquay Village Neighbourhood Centre Plan process provided an opportunity to consult nearby residents about the Clarendon Connector. What evolved was a package of measures, mostly traffic calming and pedestrian enhancements, designed to complement the connection. Community comments were largely supportive of the final package, as it would:

- Relieve several local streets of inappropriate through traffic;
- Improve connectivity for all modes;
- Improve pedestrian and cyclist safety by bulging corners, restricting movements by motor vehicles, and signaling the new intersection of Clarendon/33rd;
- Provide a direct connection to the proposed community amenities planned for the 2400 Kingsway development site;

- Improve the efficiency and appeal of the #29 Elliott bus by eliminating circuitous routings involving local streets and a portion of Kingsway; and
- Enhance the public realm with tree planting and other landscaping.

The high levels of support from the Norquay community encouraged staff to recommend as part of the Norquay Village Neighbourhood Centre Plan (approved by Council, November 2010) that the City proceed with the final Clarendon Connector project.

Consultation in recent years has included, but is not limited to:

- June 2009 to June 2010 - Series of open houses that included Clarendon Connector discussions
- November 2010 - Council Adoption of Norquay Village Neighbourhood Centre Plan. Clarendon was included as an implementation item in the Plan
- January 2013 - Open Houses on the Public Benefits Strategy and Transitional Apartment Area Rezoning Policy with boards specifically showing Clarendon as a planned connection.
- May 2013 - Council Approval of Public Benefits Strategy and Transitional Apartment Area Rezoning Policy for Norquay (RTS #9996). The Public Benefits Strategy included Clarendon as a line item (also identifying construction for 2013).

In the lead up to construction, staff have again engaged with surrounding land owners to alert them of the upcoming changes and discuss the changes as needed. Deconstruction of the remaining two properties was completed in June, 2013, and roadway construction is currently scheduled for summer 2013.

A future phase will complete curb bulges at Clarendon/38th Avenue and Clarendon/39th Avenue as well as sidewalk and median improvements on 33rd Ave.

### ***Strategic Analysis***

#### **A. Establishment of New Road**

On November 4, 2010, Council adopted the Norquay Village Neighbourhood Centre Plan which included the provision of connecting Clarendon Street northerly to East 33<sup>rd</sup> Avenue. The establishment as road of the City-owned properties listed in Appendix A is required to provide for the construction of Clarendon Street northerly from East 34<sup>th</sup> Avenue to East 33<sup>rd</sup> Avenue.

#### **B. Sale of the Surplus City-owned Property**

2448 E 33<sup>rd</sup> Avenue (Lots 36 and 37) was formerly improved with one single-family dwelling. In preparation for the construction of the new roadway segment the improvements on it have been deconstructed and the east 0.305 metres of Lot 37 will be established as road. The remainder of Lot 37 (the Surplus City-owned Property) will be surplus to the City's needs.

The Surplus City-owned Property is a regular shaped, unimproved vacant lot and will measure approximately 31.5 feet X 108 feet. The property is zoned RS-1 which allows single family dwellings with conditional secondary suites.

The Director of Real Estate Services believes that there is a market for this type of property and that a fair market value can be achieved by tendering the property for sale. A report back to Council will be conducted prior to any future sale, which will identify the recommended account for the transfer of sale proceeds.

*Implications/Related Issues/Risk (if applicable)*

*Financial*

There are currently no financial implications. A future report back to Council prior to accepting any offer will identify the recommended account for the transfer of sale proceeds.

**CONCLUSION**

The General Manager of Engineering Services in consultation with the Director of Real Estate Services recommends approval of the Recommendations contained in this report. The establishment as road of the City-owned Properties as road is required to complete the Clarendon Connector project, and the Surplus City-owned Property is not required for municipal purposes. Specific recommendations on the sale of the Surplus City-owned Property will be reported back to Council as appropriate in the future.

\* \* \* \* \*

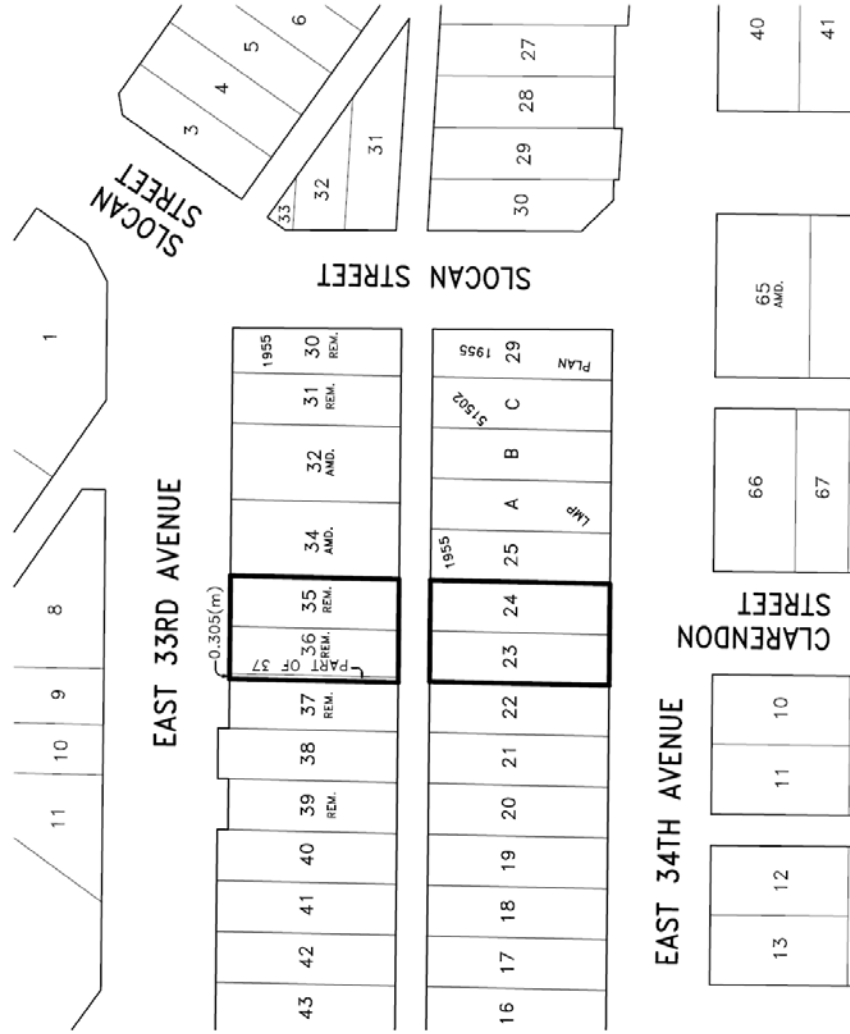
**List of City-Owned Properties to be Established as Road for Clarendon Connector Project**

1. PID: 014-150-743 Lot 23, Block K, District Lot 393, Plan 1955
2. PID: 010-312-072 Lot 24, Block K, District Lot 393, Plan 1955
3. PID: 007-738-498 Lot 35, except the North 7 Feet, now Road, Block K, District Lot 393, Plan 1955
4. PID: 014-151-545 Lot 36, except the North 7 Feet, now Road, Block K, District Lot 393, Plan 1955
5. The easterly 0.305 metre portion of PID: 014-151-553 Lot 37, except the North 7 Feet, now Road, Block K, District Lot 393, Plan 1955

APPENDIX B

PROPOSED EXTENSION OF CLARENDON STREET BETWEEN  
EAST 33RD AVENUE AND EAST 34TH AVENUE.

DRAWING NOT TO SCALE



ENGINEERING SERVICES  
MAY 31, 2013

DMK, MAP U-18

