

R E P O R T

ITEM 1
MANAGER'S REPORT NO. 67
COUNCIL MEETING 1983 11 07

1. Relocating No. 1 Hall Firefighting Operations

(a) The alternative sites were compared with one another by examination of the following criteria:

1. Response Times
2. Space
3. Access and Site Distance
4. Position with respect to slope - soil conditions etc.
5. Proximity of Houses
6. Price & Availability

In the analysis these reference numbers are used:

Site No. 1	Banff/Canada Way
Site No. 2	Motor Vehicle Testing Station Site
Site No. 3	Site bordered by Gilpin and the Moscrop Diversion, west of Royal Oak.

The results of the analysis are summarized in Appendix I - "Advantages and Disadvantages of Three Alternative Sites" and the conclusion is drawn that there should be no change to the original recommendation.

The detailed reasoning upon which the "Advantages and Disadvantages" were based is contained in Appendix II - "Three Alternative Sites - Detailed Analysis by Six Locational Criteria".

Three sets of illustrations are used:

- (a) Three white maps, (Figures 1-3 inc.) containing the major road street pattern of the whole municipality, with street names, and indicating, for each of the three alternative sites now under consideration, the whole pattern of existing and proposed firehalls which would ultimately be in place.
- (b) Map sections showing Sites 1 and 3 in more detail, together with an aerial photo section of Site No. 2 (the Motor Vehicle Testing Station Site).
- (c) Three brown fold out maps showing the areas covered and the areas not covered within the 4 minute maximum response time as these apply to the three alternative sites.

By observing the brown maps it can be seen that moving from Site No. 1 to Site No. 2 or Site No. 3 results generally in improved coverage in the area to the west between Patterson and Boundary but only at the expense of opening up substantial uncovered areas, beyond the 4 minute response, north of Canada Way, in the Norland/Douglas area north of the Freeway, and in the vicinity of the Kensington interchange. The analysis includes an examination of these exposed areas (area beyond 4 minute response), to compare the relative seriousness of the lack of coverage which would result from the use of each of the three alternative sites.

For these comparisons it is assumed that all existing and proposed sites other than the three alternatives under consideration for the No. 1 firehall relocation, will be unchanged from those in the Fire Services Study of 1982 November.

The relative significance of the areas which are not covered within the 4 minute maximum response time standard, and the areas receiving double coverage can be compared by referring to the three brown maps referred to above and the following five tables. (SEE PULL OUT SHEET)

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- (a) Table I - Fire demand zones not covered in 4 minutes
- (b) Table II - Fire demand zones receiving double coverage
- (c) Table III - Square footage of industrial and commercial buildings in areas not covered within maximum 4 minute response time.
- (d) Table IV - Dwelling units and population in areas not covered within maximum 4 minute response time.
- (e) Table V - Assessed values of improvements in areas not covered within maximum 4 minute response time.

Note: Response times from the alternative sites, calculated by applying data used in the original computer study, have been verified by test runs undertaken by the Fire Department.

(b) Converting the Existing No. 1 Hall to a Fire Department Headquarters

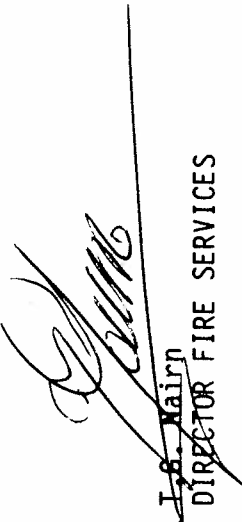
Recommendation to be unchanged - no further comment necessary.

2. Construction of Firehall in Big Bend Area

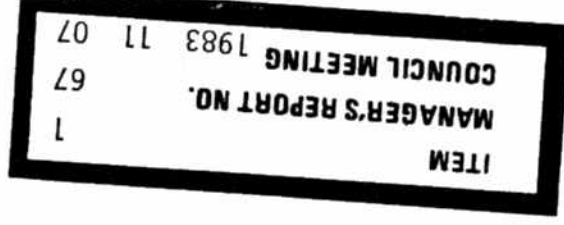
It has been suggested that the construction of a road which would link Edmonds and Byrne Road (the Gilley Alternate) would improve access to the Big Bend area from the Edmonds Firehall, to the extent that the need for a firehall in the Big Bend area would be obviated.

This however is not the case. Even with the construction of the Gilley Alternate (which is not proposed in the Comprehensive Major Road Plan) it is estimated that it would take over 4 minutes to reach the intersection of Byrne Road and Marine Drive, and longer, about 7 minutes, to reach the extremities of the areas scheduled for industrial development in the Big Bend.

Accordingly it is proposed that no change be made to the long range recommendation in the report proposing that a firehall in the Big Bend be considered when there is double the present development there.


J. G. Hain
DIRECTOR FIRE SERVICES

CRL/mcb
Attachs:



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RE: REPORT ON FIRE SERVICES COMMITTEE STUDY
REGARDING MATTERS TABLED BY COUNCIL 1983 AUGUST 22

MUNICIPAL MANAGER'S RECOMMENDATION:

1. THAT the recommendations of the Director Fire Services be adopted.

* * * * *

TO: MUNICIPAL MANAGER 1983 November 01
FROM: DIRECTOR FIRE SERVICES Our File: 10.430
SUBJECT: REPORT ON FIRE SERVICES COMMITTEE STUDY -
REGARDING MATTERS TABLED BY COUNCIL 1983 AUGUST 22

RECOMMENDATIONS:

THAT the following recommendations contained within the Fire Services Committee report dealt with by Council 1983 August 22, be now lifted from the table and adopted unchanged.

1. Short Range Recommendations - (In operation within 5 years)

- (a) Relocating No. 1 Hall (4867 Sperling) fire-fighting operations to Canada Way and Banff.

Capital Cost

\$1,345,000

(Building operating cost will require an additional \$17,000 for normal heating, lighting and maintenance, etc. of the new building).

- (b) Converting the existing No. 1 Hall (4867 Sperling) to a Fire Department Headquarters for:

- (1) Administration, including communications (control)
(2) Fire prevention
(3) Training (including physical training and rehabilitation but not exercises involving the burning of materials.
(4) Vehicle maintenance
(5) Recreation

Capital Cost

\$ 28,000

Operating Cost

Same as at present

2. Long Range Recommendations - (Beyond 5 Years)

THAT the construction of a firehall be considered in the Big Bend area on Byrne Road southwest of Marine Way when the present approximate 1.6 million square feet of building in the Big Bend doubles to about 3.2 million square feet.

(Implementation of this possibly in 10 to 12 years).

Capital Cost

\$1,464,500

Operating Cost

1,481,000

SUMMARY

1. Relocating No. 1 Hall Firefighting Operation

- (a) The original recommendation was tabled with the intent of comparing the Motor Vehicle Testing Station site as a possible alternative to the site proposed in the report of the Fire Services Committee located at Canada Way and Banff Avenue.

The Motor Vehicle Testing Station site has been examined and compared with the Banff/Canada Way site. An additional site in the area has also been examined and compared with the Banff/Canada Way site - this is in a triangle of municipal land bordered by Gilpin Street and the future Moscrop diversion, west of Royal Oak.

By examination of different locational criteria the three alternative sites for the relocation of No. 1 hall firefighting operations were analyzed. The results of the analysis have shown that neither the Motor Vehicle Testing Station Site nor the site at Gilpin and the Moscrop diversion have any net advantage over the site originally recommended, the site at Canada Way and Banff Avenue.

It is therefore proposed that no change be made to the original recommendation and that we now proceed to negotiate for the acquisition of the site at Canada Way and Banff Avenue.

- (b) Converting the existing No. 1 Hall to a Fire Department Headquarters

No further study of this specific recommendation was required - it was tabled because it was related to the relocation of No. 1 hall firefighting operations. This recommendation, unchanged, follows as the natural corollary of a decision on the location of the firefighting operations.

2. Construction of Firehall in Big Bend Area

As further requested at the Council meeting the impact which the construction of a road linking Edmonds and Byrne Road would have on the need for a Big Bend Firehall was investigated.

The results of the investigation have indicated that the construction of such a road would not obviate the eventual need for a firehall in the Big Bend area and it is accordingly proposed that no change be made to the original recommendation.

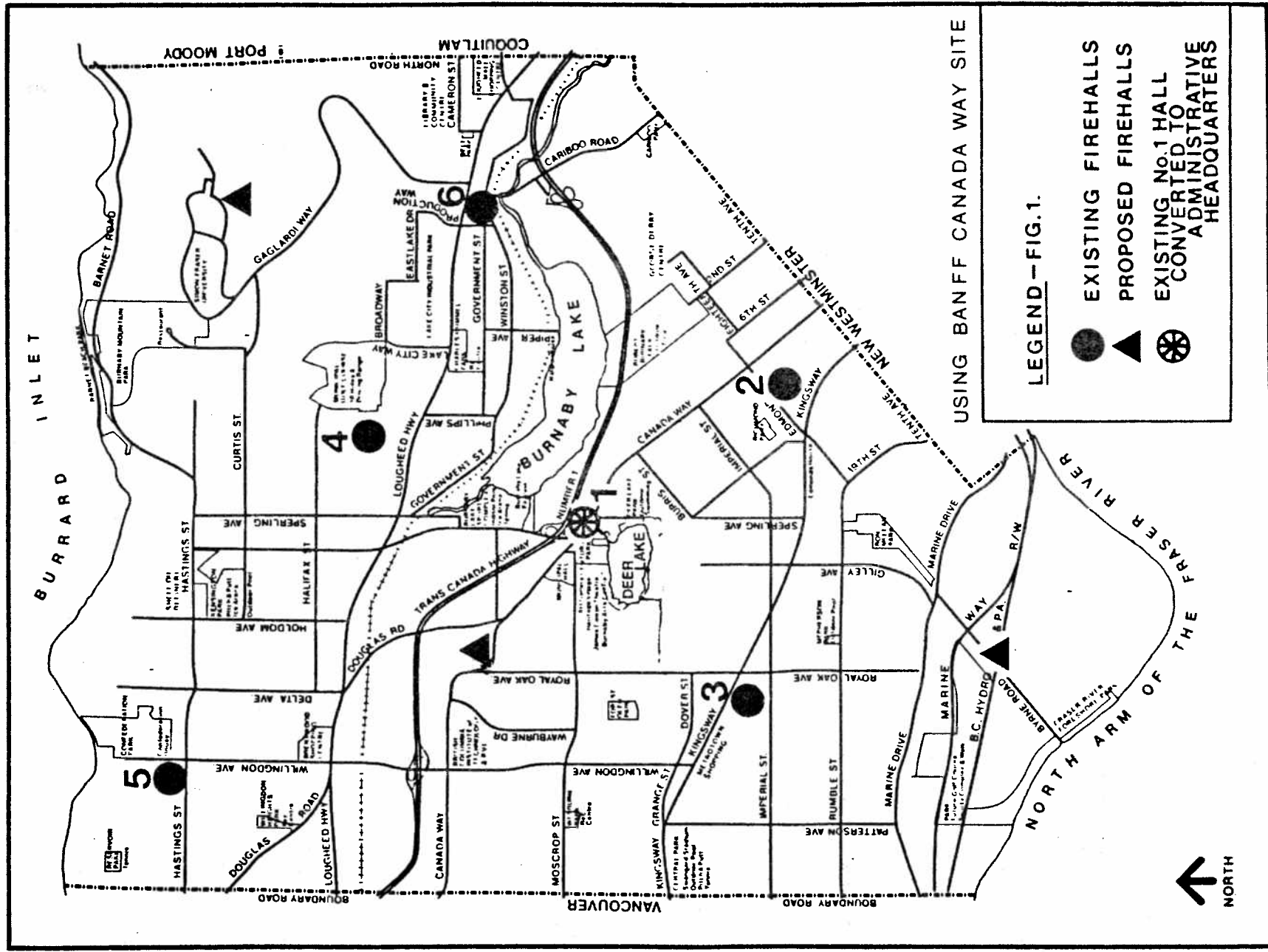
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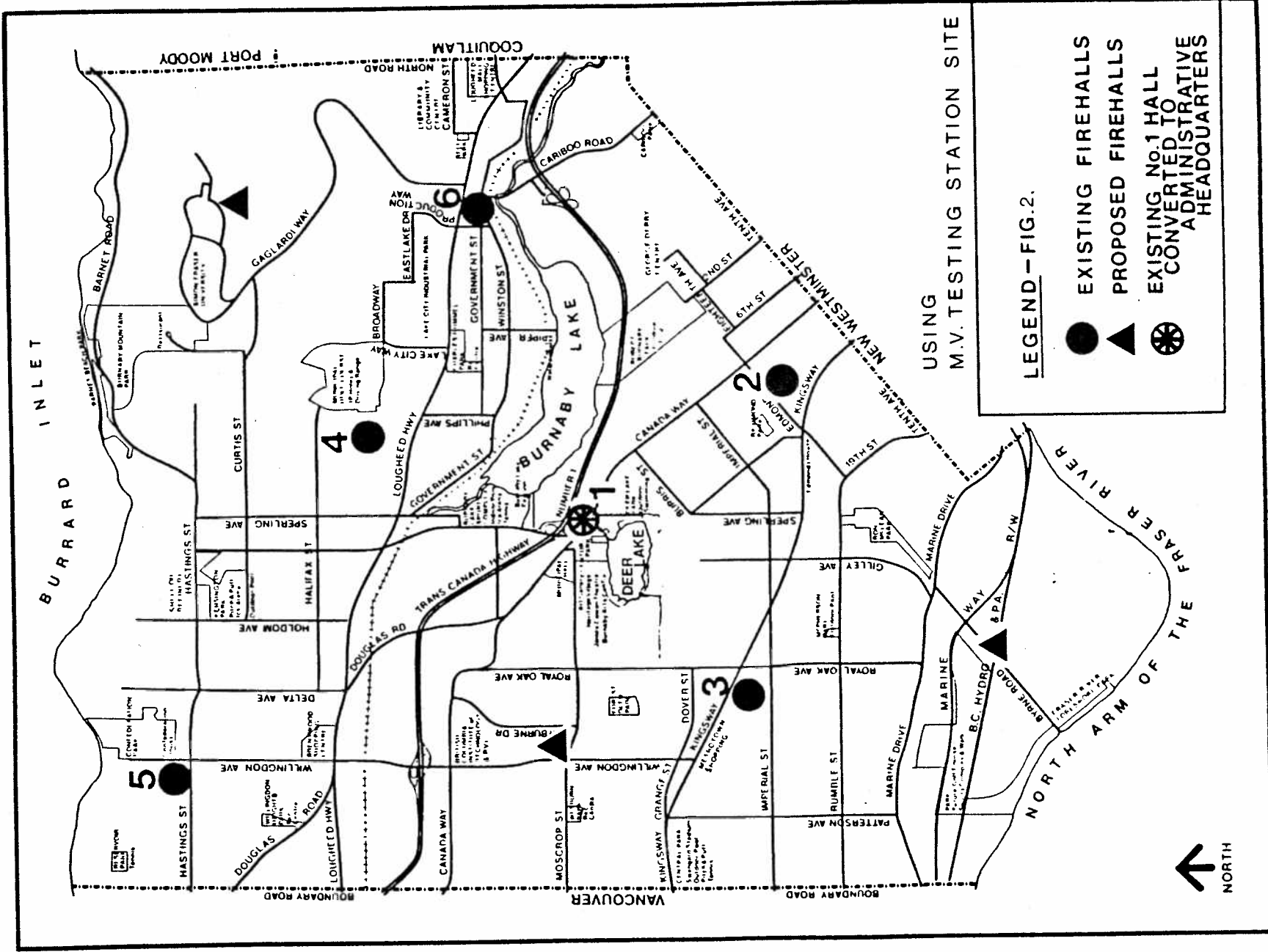
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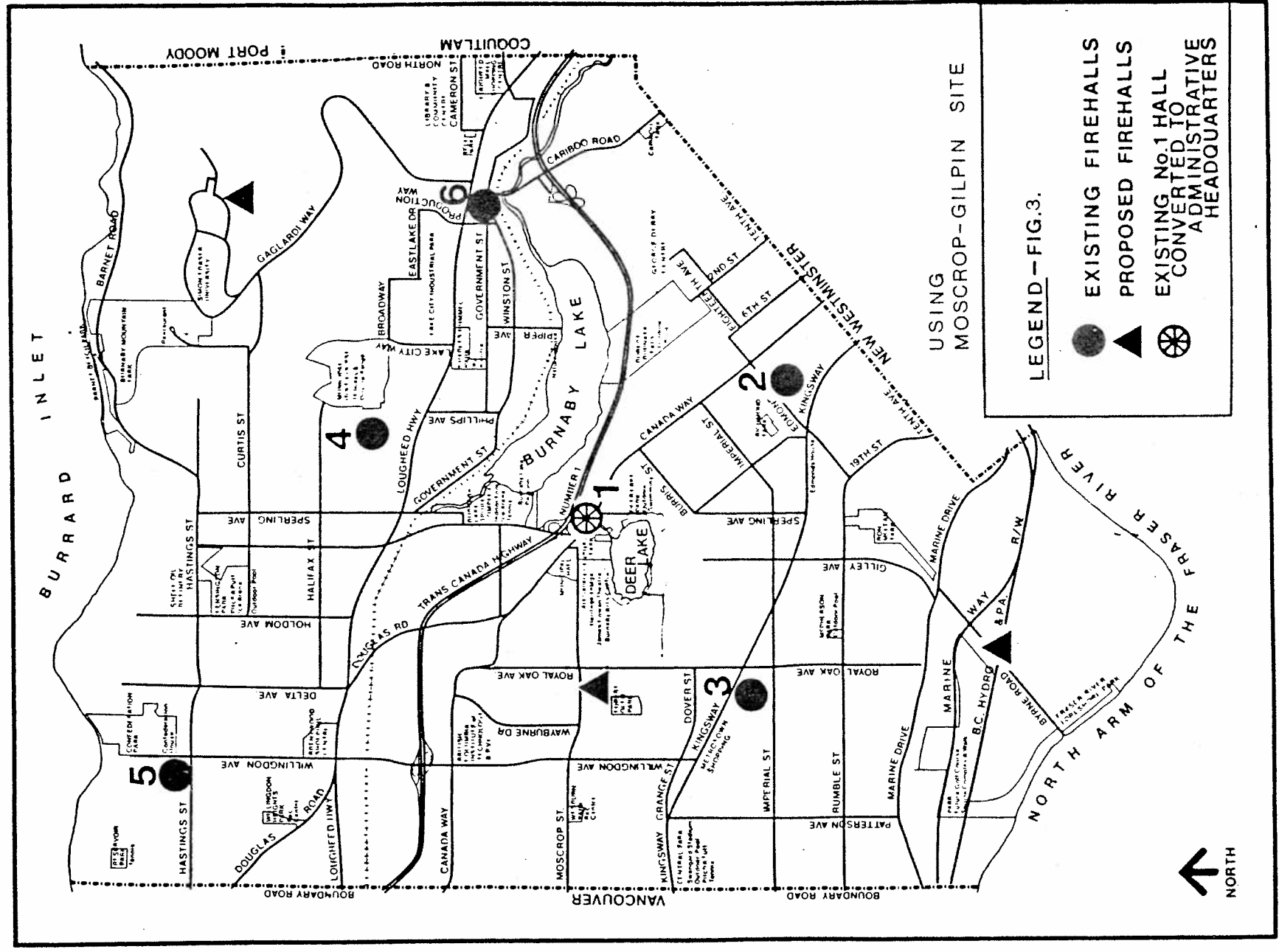
LEGEND - FIG. 1.

- EXISTING FIREHALLS
- ▲ PROPOSED FIREHALLS
- ⊗ EXISTING NO. 1 HALL CONVERTED TO ADMINISTRATIVE HEADQUARTERS

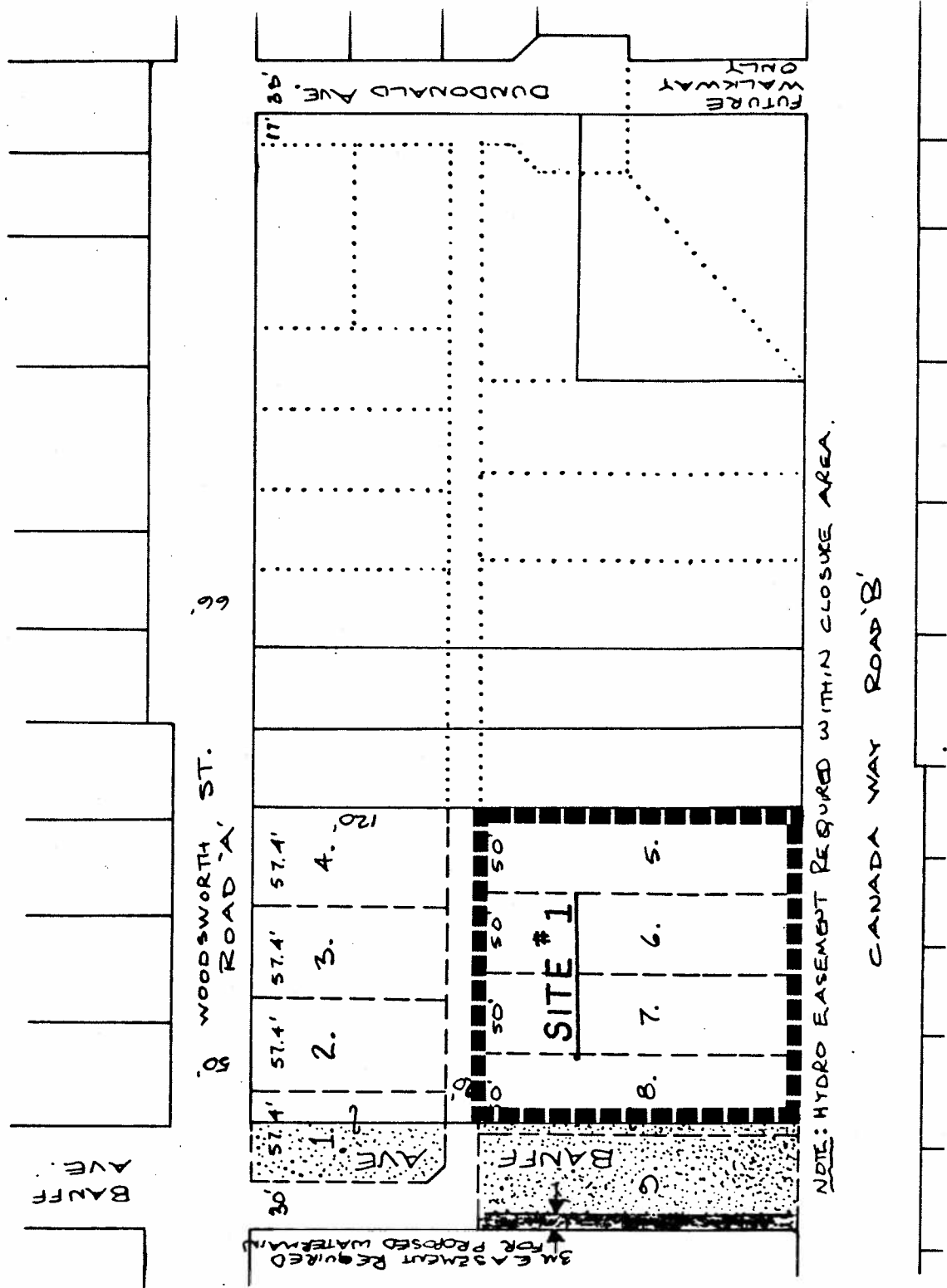
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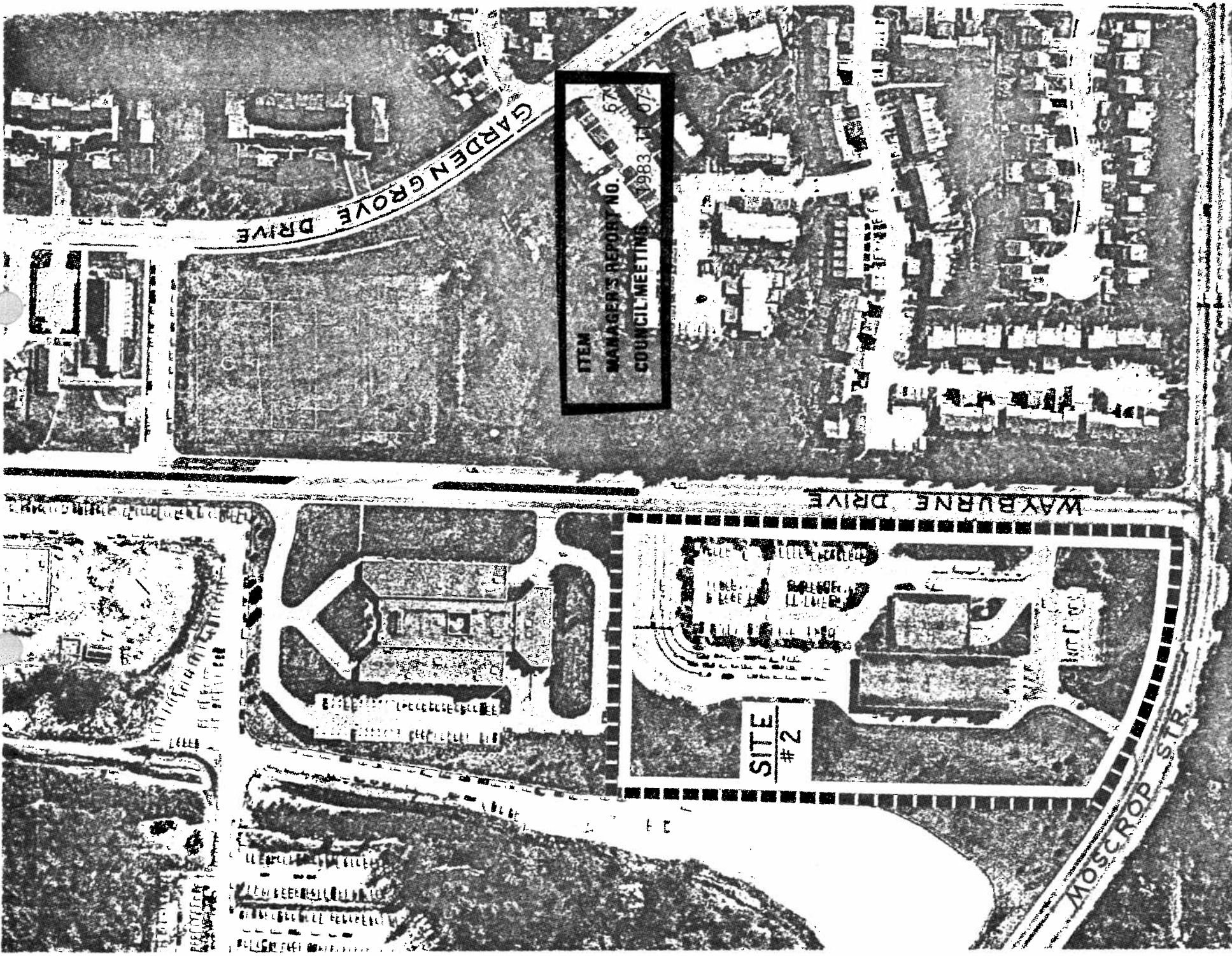


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SITE # 1
BANFF-CANADA WAY

↑ NORTH
1" = 100' SC.



ITEM
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SITE #2

SITE #2
M.V.
TESTING STATION
SITE

↑
NORTH
1:2000 SC.

WAYBURNE

110

ITEM	1
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40648

GARDENGROVE DR.

81.

REM. DL 81

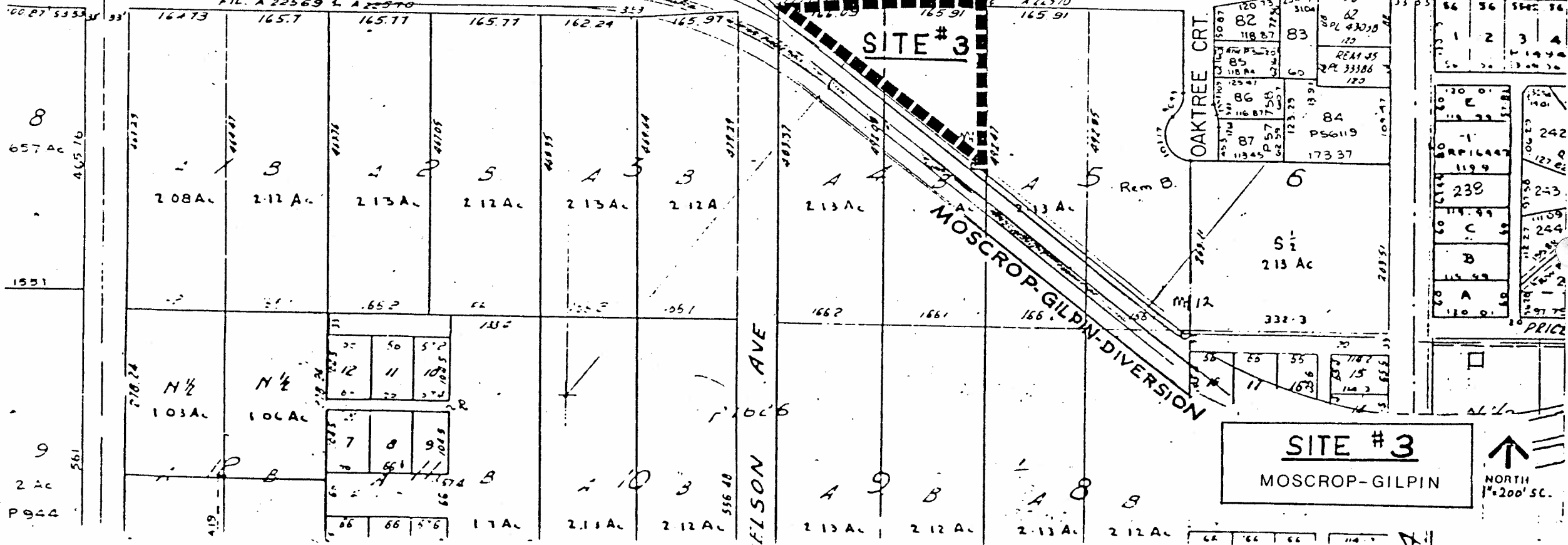
GILPIN STR.
 CLOSED HERE
 TO ALL BUT REAR ACCESS
 TO FIREHALL

PL 3062

ROYAL OAK

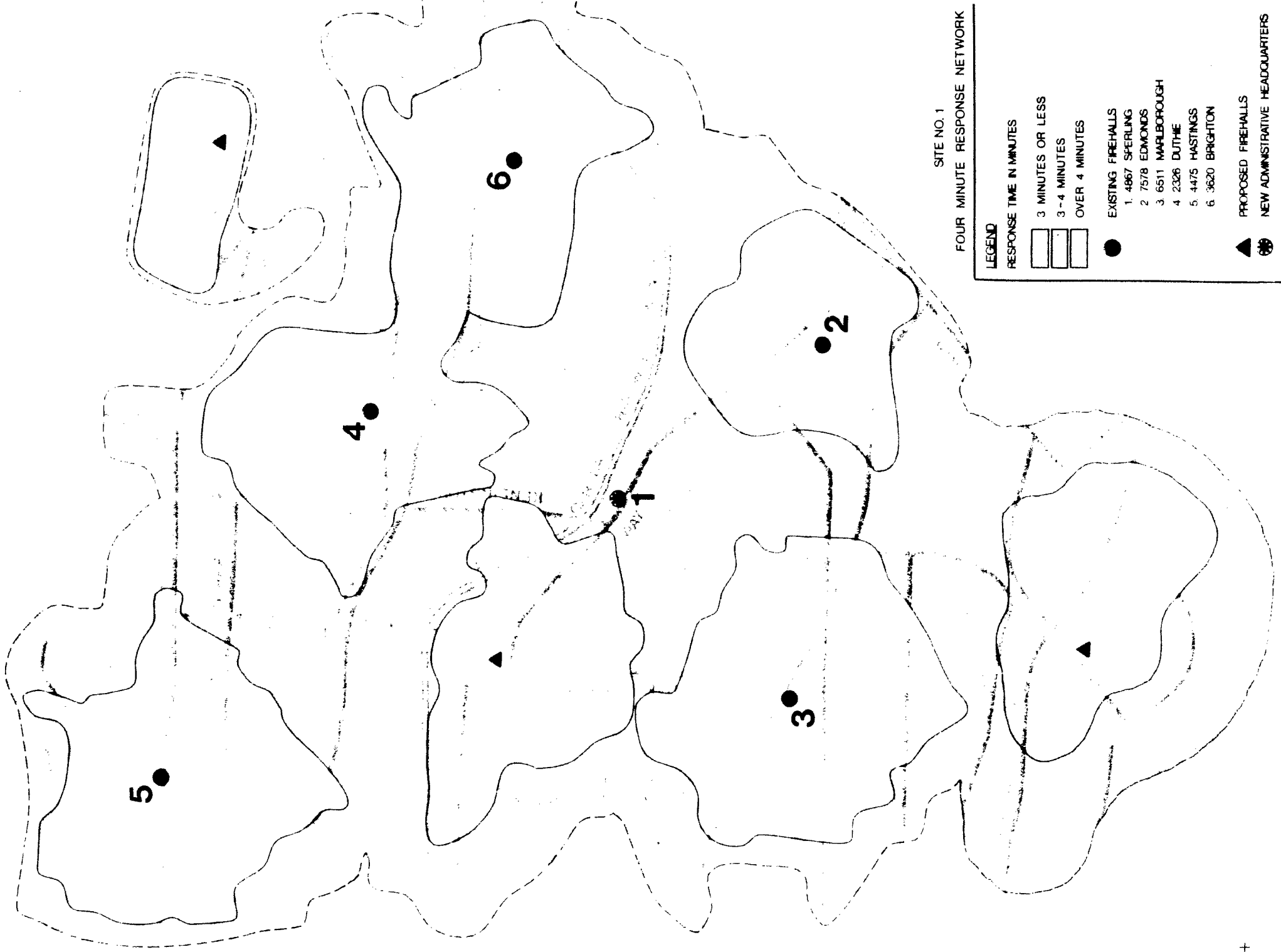
MOSCROP

GILPIN



SITE #3
 MOSCROP-GILPIN

↑
 NORTH
 1"=200' SC.



SITE NO. 1

FOUR MINUTE RESPONSE NETWORK

LEGEND

RESPONSE TIME IN MINUTES

- 3 MINUTES OR LESS
- 3-4 MINUTES
- OVER 4 MINUTES

● EXISTING FIREHALLS

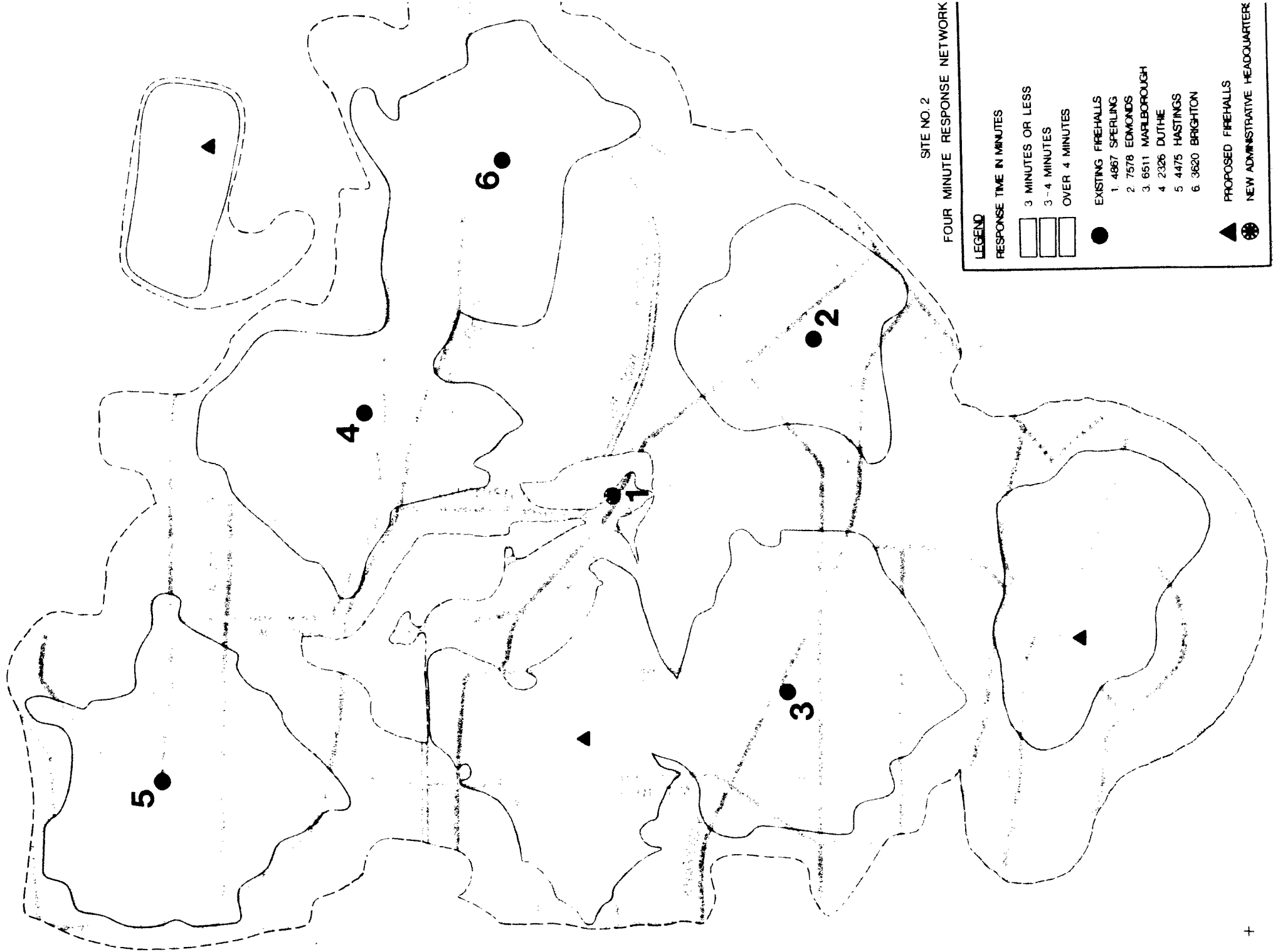
- 1. 4867 SPERLING
- 2. 7578 EDMONDS
- 3. 6511 MARLBOROUGH
- 4. 2326 DUTHE
- 5. 4475 HASTINGS
- 6. 3620 BRIGHTON

▲ PROPOSED FIREHALLS

● NEW ADMINISTRATIVE HEADQUARTERS

1945 Customer

+



SITE NO. 2
FOUR MINUTE RESPONSE NETWORK

LEGEND

RESPONSE TIME IN MINUTES

- 3 MINUTES OR LESS
- 3-4 MINUTES
- OVER 4 MINUTES

EXISTING FIREHALLS

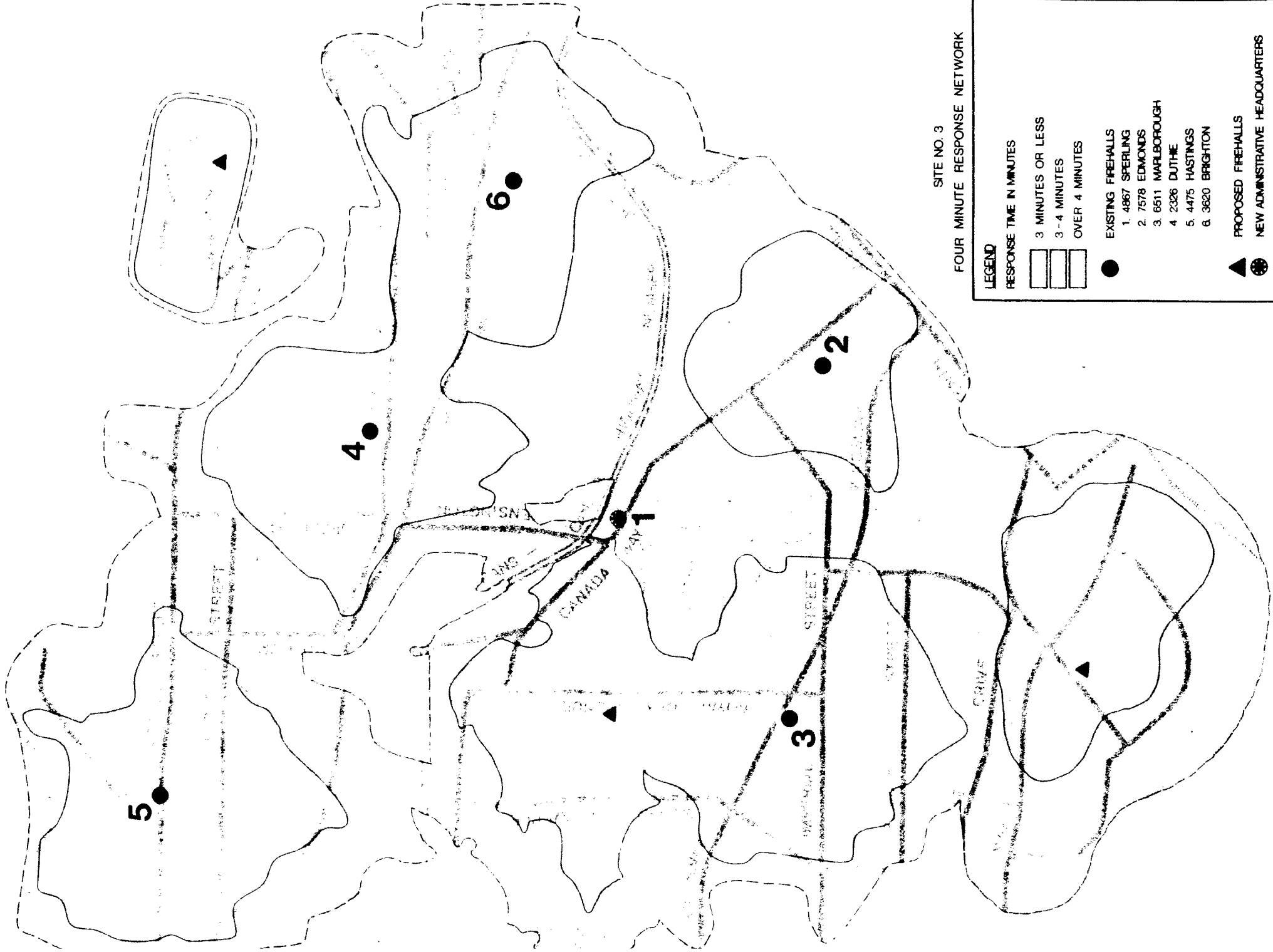
- 1. 4867 SPERLING
- 2. 7578 EDMONDS
- 3. 6511 MAPLEBOROUGH
- 4. 2326 DUTHE
- 5. 4475 HASTINGS
- 6. 3620 BRIGHTON

PROPOSED FIREHALLS

NEW ADMINISTRATIVE HEADQUARTERS

+

1983 C. Fisher



SITE NO. 3

FOUR MINUTE RESPONSE NETWORK

LEGEND

RESPONSE TIME IN MINUTES

- 3 MINUTES OR LESS
- 3 - 4 MINUTES
- OVER 4 MINUTES

● EXISTING FIREHALLS

- 1. 4867 SPERLING
- 2. 7578 EDMONDS
- 3. 6511 MARLBOROUGH
- 4. 2326 DUTHE
- 5. 4475 HASTINGS
- 6. 3620 BRIGHTON

▲ PROPOSED FIREHALLS

● NEW ADMINISTRATIVE HEADQUARTERS

1983 October

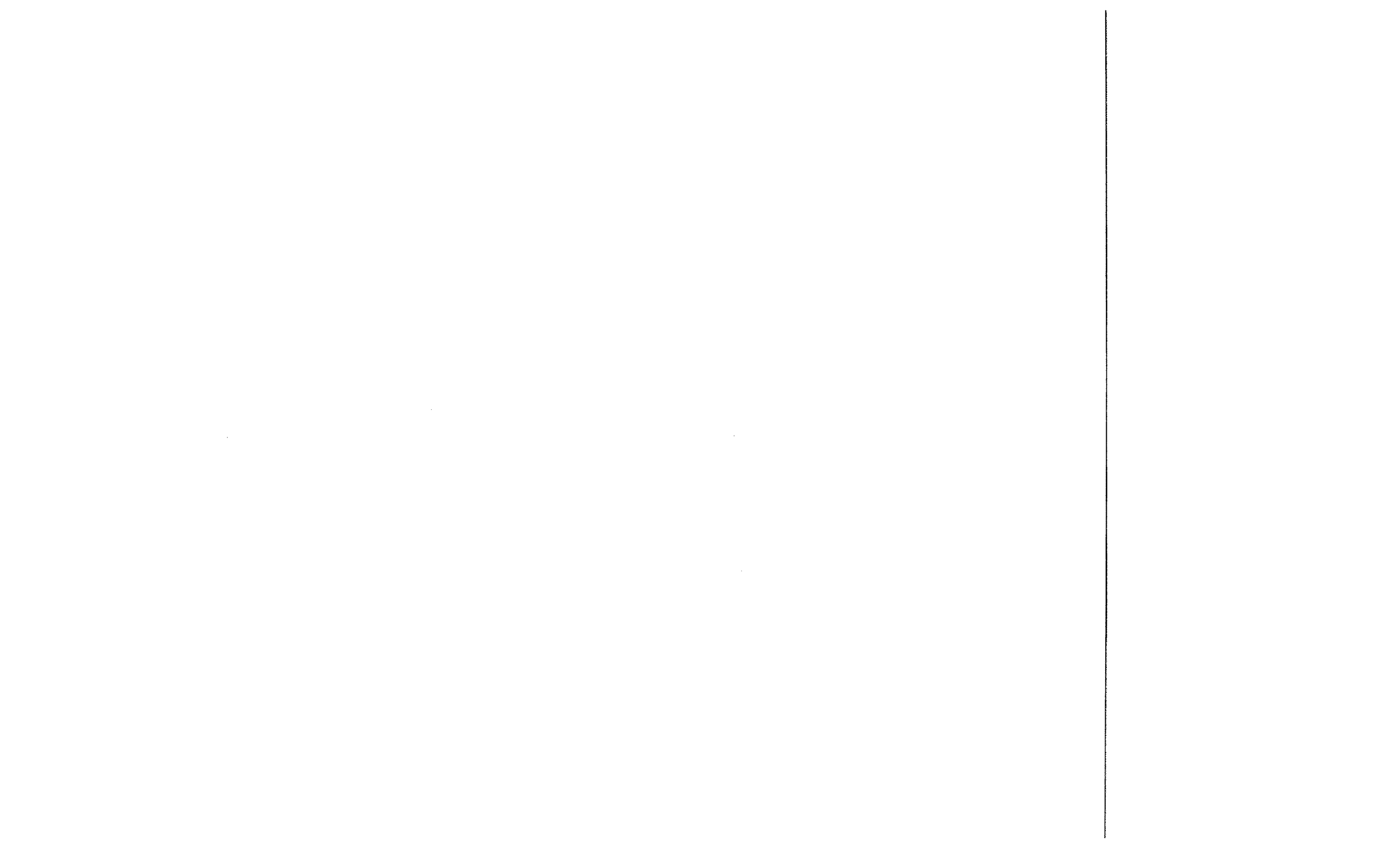


TABLE I - FIRE DEMAND ZONES NOT COVERED WITHIN 4 MINUTES

Site Number	Intensity Levels of FDZ not covered in 4 minutes				
Site No. 1	1	2	3	4	5
Site No. 2	3	-	3	8	6
Site No. 3	3	-	3	10	7
FDZ Total	15	3	11	1	3

This table indicates relative disadvantages of each site as expressed by the criterion of the number of Fire Demand Zones not covered within the maximum four minute response time. The higher the reference number of the Fire Demand Zones not covered the more serious is the lack of coverage, i.e., No. 5 is the highest level of intensity of demand for the Fire Service.

(A full description of the derivation and significance of "Fire Demand Zones" is provided on pages 61-64 in the "Fire Prevention and Control Plan 1982 November").

TABLE III

SQUARE FOOTAGE OF INDUSTRIAL AND COMMERCIAL BUILDINGS IN AREAS NOT COVERED WITHIN MAXIMUM 4 MINUTE RESPONSE TIME

Site Number	Intensity Levels of FDZ Receiving Double Coverage				
Site No. 1	1	2	3	4	5
Site No. 2	4	-	10	10	9
Site No. 3	4	-	12	-	25
FDZ Total	28	11	6	1	5

TABLE II - FIRE DEMAND ZONES RECEIVING DOUBLE COVERAGE

This table indicates relative advantages of each site as expressed by the criterion of the number of Fire Demand Zones which receive double coverage, i.e., which come within the 4 minute maximum response time of two halls.

Category	SF	Totals	Category	SF	Totals
Commercial - Now	80,420	314,320	Commercial - Now	294,296	728,296
Commercial - Projected	234,000		Commercial - Projected	434,000	
Total Commercial	314,420		Total Commercial	728,296	
Industrial - Now	147,143	1,060,143	Industrial - Now	1,272,800	2,496,426
Industrial - Projected	913,000		Industrial - Projected	1,223,626	
Total Industrial	1,060,143		Total Industrial	2,496,426	
Total SF	1,374,563		Total SF	3,224,722	
Category	SF	Totals	Category	SF	Totals
Commercial - Now	80,420	314,320	Commercial - Now	411,752	645,752
Commercial - Projected	234,000		Commercial - Projected	234,000	
Total Commercial	314,420		Total Commercial	645,752	
Industrial - Now	147,143	1,060,143	Industrial - Now	1,375,773	2,599,399
Industrial - Projected	913,000		Industrial - Projected	1,223,626	
Total Industrial	1,060,143		Total Industrial	2,599,399	
Total SF	1,374,563		Total SF	3,245,151	
SITE NO. 1 - CANADA WAY & BANFF AVENUE			SITE NO. 2 - MOTOR VEHICLE TESTING STATION SITE		
SITE NO. 3 - CLUPIN & MOSCROP DIVERSION			SITE NO. 3 - CLUPIN & MOSCROP DIVERSION		

SITE NO. 1 CANADA WAY & BANFF AVENUE	\$ 74,918,700
SITE NO. 2 MOTOR VEHICLE TESTING STATION SITE	\$ 67,296,172
SITE NO. 3 GILPIN & MOSCROP DIVERSION	\$ 118,559,911

ASSESSED VALUES OF IMPROVEMENTS IN AREAS NOT COVERED WITHIN MAXIMUM 4 MINUTE
 RESPONSE TIME

TABLE V

SITE NO. 1 - CANADA WAY & BANFF AVENUE		SITE NO. 2 - MOTOR VEHICLE TESTING STATION SITE		SITE NO. 3 - GILPIN & MOSCROP DIVERSION	
Dwelling Units	Population	Dwelling Units	Population	Dwelling Units	Population
Category	Category	Category	Category	Category	Category
D.U.	Pop.	D.U.	Pop.	D.U.	Pop.
Dwelling Units - Now	1479	Dwelling Units - Now	360	Dwelling Units - Now	1058
- Projected	369	- Projected	1090	- Projected	800
"	"	"	"	"	"
- Projected	959	- Projected	2725	- Projected	2000
Total Dwelling Units	1848	Total Dwelling Units	1450	Total Dwelling Units	1858
Total Population	4671	Total Population	3536	Total Population	4928

DWELLING UNITS AND POPULATION IN AREAS NOT COVERED WITHIN MAXIMUM 4 MINUTE RESPONSE TIME

TABLE IV

APPENDIX I - ADVANTAGES AND DISADVANTAGES OF THREE ALTERNATIVE SITES

The following shows the basic advantages and disadvantages of Sites Nos. 1, 2 and 3 wherein Sites 2 and 3 are compared with Site No. 1 (the site originally recommended by the Fire Services Committee as the result of the computer analysis).

Site No. 1

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Advantages:

- (1) The area exposed, i.e. beyond the 4 minute response, contains the least number of fire demand zones, both in the highest intensity categories, and in total.
- (2) The area receiving the benefit of double coverage contains the most fire demand zones, both in the three highest intensity of demand categories, and in total.
- (3) There would be much less industrial and commercial building in the exposed area (beyond 4 minute response).
- (4) There is adequate space.
- (5) Access and site distance is satisfactory and is the equal of the other sites.
- (6) This site is best positioned with respect to slope.
- (7) The property is available now, with no uncertainties, provided that a satisfactory price can be negotiated.

Other Factors:

- (1) The assessed value of all exposed properties only moderately exceeds Site No. 2 and is much less than is the case with Site No. 3.
- (2) While the exposed population would be currently more than with the other sites, with projected residential development exposed population would, though less than Site No. 1, approximate that of Site No. 3.
- (3) In terms of proximity of housing, while it is not as good as Site No. 2, it would be about the same as Site No. 3 when further residential development takes place in the vicinity of Site No. 3.
- (4) The estimated price is much less than with Site No. 2 (assuming the latter would be offered at market price). The price, with some recovery of cost, is not significant when compared to the cost of lost opportunity at Site No. 3 - about \$288,000 net cost for Site No. 1 versus a 'loss of opportunity' of about \$148,000 at Site No. 3.

Site No. 2

Advantages:

- (1) Population exposure in uncovered areas is less than with the other sites.
- (2) Assessed values in the exposed areas are slightly less than with Site No. 1 and much less than with Site No. 3.
- (3) Access and site distance are satisfactory.
- (4) The proximity of houses factor is somewhat better than with the other sites.

Disadvantages:

- (1) There is no certainty that we would be able to obtain the site from the Province, and an answer is not expected until next year.
- (2) The price based on assessed values is quite out of line with our requirements and this would be compounded by conversion costs.
- (3) Conversion of the existing building is not considered practical.
- (4) There would be a great deal more industrial and commercial property in the exposed areas than with Site No. 1. (Sites Nos. 2 and 3 are similar).
- (5) There are more fire demand zones in the exposed area than with Site No. 1, though fewer than with Site No. 3.
- (6) There are less fire demand zones receiving the benefit of double coverage than is the case with Site No. 1. (Sites Nos. 2 and 3 are similar in this respect).
- (7) Space available is much more than needed.
- (8) The position with respect to slope is not as good as with the other sites.

Site No. 3Advantages:

- (1) There is adequate space available.
- (2) The property is municipally owned but a conservative estimate of the cost of lost opportunity of \$148,000 means it would not be excessively less than the cost of Site No. 1.

Disadvantages:

- (1) There is uncertainty in regard to the financing and timing of the Moscrop Diversion upon which development decisions regarding this site would depend.
- (2) Soil conditions may well result in additional costs for special foundation requirements.
- (3) There would be a great deal more industrial and commercial property in the exposed areas than with Site No. 1. (Sites Nos. 2 and 3 are similar).
- (4) There are more fire demand zones in the exposed areas than with the other two sites.
- (5) There would be fewer fire demand zones receiving the benefit of double coverage than with Site No. 1. (Sites Nos. 2 and 3 are the same).
- (6) The ultimate exposed population in uncovered areas would be the largest of all three sites.
- (7) The assessed values of improvements in the exposed areas would be a great deal more than with Sites 1 and 2.
- (8) The position with regard to the slope is not as good as with Site No. 1 and fog is sometimes prevalent.

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Other Factors:

- (1) The proximity of houses factor will, with planned development of the property in the vicinity, be similar to that of Site No. 1.

Conclusions - Relocation of No. 1 Hall

We consider that the above analysis indicates that Sites Nos. 2 and 3 do not have net advantages over Site No. 1, and that accordingly no change should be made to the recommendation in the Fire Services report that the relocated firehall be at the site at Banff and Canada Way (Site No. 1).

Hereunder the three alternative sites are examined individually in detail with respect to the six locational criteria.

Site No. 1 - Banff/Canada Way

1. Response Times

Referring to Table I with a firehall located at Site No. 1 less fire demand zones in the three highest intensity of demand categories (Categories 3, 4 and 5) would be beyond a 4 minute response than if the firehall were located at Site No. 2 or Site No. 3.

Referring to Table II with a firehall located at Site No. 1 more fire demand zones in the three highest intensity of demand categories would receive the benefit of double coverage (i.e. would fall within the 4 minute response of two firehalls), than would be the case if the firehall were located at Sites 2 or 3.

Referring to Table III within the area beyond a 4 minute response if Site No. 1 is used there are 80,420 sq. ft. of commercial and 147,143 sq. ft. of industrial, and this is projected to rise to an eventual combined total of about 1,374,563 sq. ft. But there is seven times more commercial/industrial square feet exposed at present in the case of the other two sites, and when projected developments are taken into account there would be nearly two and a half times more commercial/industrial square feet exposed with Sites Nos. 2 or 3.

Institutional uses exposed, not included in the above table, include a school and an extended care home.

Referring to Table IV there is an estimated exposed population of 3,712 which would rise to 4,671 when future development is taken into account and this total exposed population would be somewhat higher than with Site No. 2 but comparable (slightly less) than the exposed population with Site No. 3.

Referring to Table V assessed values of improvements which would be exposed (beyond 4 minute response) are about \$75 million, which is 10% more than with Site No. 2 but 58% less than with Site No. 3.

2. Space (Refer to map section showing Site No. 1)

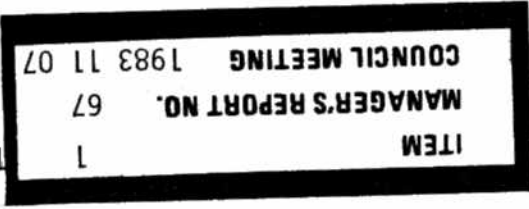
Plenty of space to meet accepted standards for a 3 bay firehall. The site is 200' x 194' = 38,800 sq. ft. in area. The most early 50' of the site will not be required, and depending upon the design it is possible that the site could be further reduced if the Banff right-of-way is used as part of the site. However, if this site were used, we would suggest that such further reduction and the question of the Banff right-of-way be left open until the design of the hall is undertaken in order to maximize flexibility of design alternatives.

3. Access and Site Distance

There is ample site distance facing east and the 150 yard site distance facing west along Canada Way is perfectly adequate. The access is on to a straight section of Canada Way, well east of the start of the curve - a good feature.

4. Position with Respect to Slope - Soil Conditions, etc.

The crest of a hill with moderate slopes is an ideal location feature for a firehall. This site is almost though not quite on the crest of the hill. Trucks proceeding to the more critical area to the west will start on a down slope; proceeding east there is a gentle grade up for only a short distance and then a downward slope.



5. Proximity of Houses, etc.

To the west of the site and presently separated from it by the Banff Avenue road allowance, is a school for the retarded; to the East, on the North side of Canada Way an adjacent house is about 25 yards from what would be the East boundary of the site, and probably, depending on design, would be about 50 yards from the firehall. The nearest house on the opposite side of Canada Way is about 36 yards distant from the South boundary of the site, and would be about 50 yards from a future hall, depending on the siting of the building.

6. Price - Availability

The acquisition price is estimated at \$368,000 for the full 194 ft. frontage. However since at least the most easterly 50 ft. would be recapturable as a residential building lot of an estimated value of \$80,000, the net cost would then be \$288,000.

The owners of the property have indicated their willingness to sell, though no price has yet been negotiated.

Site No. 2 - Motor Vehicle Testing Station

1. Response Times

Referring to Table I with a firehall located at Site No. 2 more fire demand zones in the three highest intensity of demand categories (Categories 3, 4 and 5) would be beyond a 4 minute response than would be the case with Site No. 1, but less would be beyond the 4 minute response than would be the case with Site No. 3.

Referring to Table II with a firehall located at Site No. 2 less fire demand zones would receive the benefit of double coverage than would the case if the firehall were located at Site No. 1. The benefits of double coverage would be similar for Site No. 2 and Site No. 3.

Referring to Table III within the area beyond a 4 minute response if Site No. 2 is used there are 294,296 sq. ft. of commercial and 272,800 sq. ft. of industrial, and this is projected to rise to an eventual combined total of about 3,224,722 sq. ft. And so there is seven times more commercial/industrial space in the exposed area than in the case of Site No. 1 and about the same as with Site No. 3. With further development taken into account the combined total industrial/commercial square footage is nearly two and a half times that of Site No. 1 and about the same as Site No. 3.

Referring to Table IV there is an estimated exposed population of 811 which would rise significantly to 3,536 but this would still be a lesser total exposed population than would be the case with the other two sites.

Referring to Table V assessed values of improvements which would be exposed are about \$67 million which is 10% less than with Site No. 1 and 43% less than Site No. 3.

2. Space

(Refer to the aerial photo map section of Site No. 2)

The Motor Vehicle Testing Station site encompasses an area of 285,570 sq. ft. It is a much larger area than is required. The testing building is 200' x 65' = 13,000 sq. ft. - it is more than twice the length which would be required for fire department vehicle storage. The adjacent administrative building is 80' x 100' = 8,000 sq. ft. Only two small offices within this building are used by Motor Vehicle Testing Station staff however - most of the office space is used by the Motor Vehicle Licence Branch and so far as we know at this time it will continue to be so used by that Branch.

3. Access and Site Distance

Access from the Motor Vehicle Testing Station when proceeding east is on to Wayburne Street and thence to Moscrop. There is direct access to Moscrop for traffic proceeding west. A break in the median would be necessary for firetrucks proceeding directly north on Wayburne.

Site distance is adequate in all directions, both on Moscrop and Wayburne.

4. Position with respect to Slope - Soil Conditions etc.

Firetrucks moving west on Moscrop immediately encounter an upward slope which crests west of the Moscrop School. Moving east on Moscrop there is a fairly gentle down slope. There is no slope problem moving on to Wayburne and proceeding north.

5. Proximity of Houses, etc.

The hall would be about 100 yards from the present houses in Greentree Village. No housing is anticipated on the North side of Moscrop west of the site. The nearest existing housing on Harken Drive, south of Moscrop, is now about 140 yards away, and with extension of the Harken Drive subdivision, presently under construction, more housing would be within about 130 yards of the firehall.

6. Price - Availability

The Motor Vehicle Testing Station site is owned by the Province, and is presently leased by the Motor Vehicle Testing Station Branch from the B.C. Building Corporation, which administers the property.

Preliminary discussions with the Province indicate that we should not anticipate an answer as to whether the Motor Vehicle Testing Station site could be obtained from the Province or whether it may be sold to a private operator. The assessed values of the property are:

Land	\$1,900,314
Buildings	1,197,863
Total	<u><u>\$3,098,177</u></u>

There is at this time no indication that we would not have to pay full market price for the property.

An examination of the building was undertaken by Fire Department and Planning & Building Inspections architectural staff with Mr. Volker the Motor Vehicle Branch Regional Coordinator. The examination indicated that while the building would be more than large enough to accommodate the needs of the relocated fire operations including dormitory space, major changes would be required. The actual testing bay is presently just a post and beam shelter with porous walls and a very high ceiling. The bays are over twice the length required. It would be necessary to completely replace all the walls, to remove the various platforms and pits which are part of the vehicle testing process, and to drop the ceiling to aid heating etc. There is a good deal of landscaping requiring maintenance.

The conversion of the building for a firehall is not considered really practical.

Site No. 3 - Vicinity of Gilpin & Moscrop Diversion - West of Royal Oak

1. Response Times

Referring to Table I with a firehall located at Site No. 3 more fire demand zones in the three highest intensity of demand categories (Categories 3,4 and 5) would be beyond a 4 minute response than would be the case with either Site No. 1 or Site No. 2.

Referring to Table II with a firehall located at Site No. 3 less fire demand zones would receive the benefit of double coverage than would be the case if the firehall were located at Site No. 1. The benefits of double coverage would be similar for Site No. 2 and Site No. 3.

Referring to Table III within the area beyond a 4 minute response if Site No. 3 were used, are 411,752 sq. ft. of commercial and 1,375,773 sq. ft. of industrial and this is expected to rise to an eventual combined total of about 3,245,151 sq. ft. And so there would be seven times more commercial/industrial square footage in the exposed area than in the case of Site No. 1. With further development taken into account there would be nearly two and a half times more square feet of combined industrial/commercial exposed than with Site No. 1 and about the same as with Site No. 2.

Uses not included in the above Table include the Villa (other than the restaurant) the Carlton Private Hospital, an extended care home and the Finnish Rest Home.

Referring to Table IV there is an estimated exposed population of 2,928 which would rise to about 4,900; this would be somewhat larger than the ultimate population projected for Site No. 1 and substantially larger than that projected for Site No. 2

Referring to Table V assessed values of improvements which would be exposed are about \$118 million, which is 59% more than would be exposed with Site No. 1 and 76% more than would be exposed with Site No. 2.

2. Space (Refer to Map Section showing Site No. 3)

A space about 150' x 150' = 22,500 sq. ft. is required for a three bay firehall. However the location of a firehall here would tend to create some awkwardly shaped pockets which would not be suitable for residential development and which would be more appropriately included with the site. Inclusion of these pockets as part of the site would result in an area of about 49,300 sq. ft. The exact site would be precisely determined following the design of the Moscrop diversion.

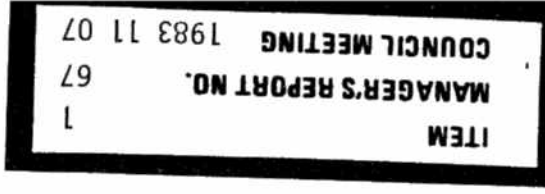
3. Access and Site Distance

(Refer to map section showing Site No. 3)

The site is located within the triangular portion of land which will be formed by the Moscrop diversion and the Gilpin right-of-way.

When the Moscrop diversion has been constructed the Gilpin right-of-way abutting the site would become an extension of the site. The section of Gilpin between the firehall site and the entrance to Oaktree Court would be closed.

The firehall site could be prepared and the firehall constructed using the Gilpin right-of-way. The hall would however front onto the Moscrop diversion. A break would have to be provided in the Moscrop median to permit vehicles leaving the hall to proceed south-east.



The intended timing of the Moscrop/Gilpin diversion is presently as follows:

In the 1984 Provisional Capital budget \$92,400 has been allocated for design. Construction would then proceed in two stages in 1985 and 1986. This would not conflict with the schedule for the fire-hall wherein the work of the architect consultant would be in 1984 and the construction of the firehall in 1985-1986. If this site were used ideally the Moscrop diversion (total cost about \$1,322,400) and the firehall would be both completed in 1986. Conversion of the existing hall to a fire department headquarters would follow in 1987.

However whether the Moscrop diversion will in fact be built in accordance with the schedule in the C.I.P. depends upon whether a specific commitment on revenue sharing is made by the Province. At this time no such commitment has been received. A definite decision on this road question would be needed if this site were used, in order to instruct the architect in 1984 how to design the site and orient the building.

4. Position with respect to Slope - Soil Conditions, etc.

The site is at a low point and is subject to fog. Slopes are encountered proceeding north or south on Royal Oak and there is a gradual slope up towards Willingdon. However there is no steep slope immediately upon leaving the site - there is a chance to get up some speed before encountering the slopes mentioned.

The soil is classified as "upland peat over fill and alluvium" and is less than ideal though likely feasible for building. Special foundation procedures may be required for any building constructed in this location in order to obviate settlement problems.

5. Proximity of Houses, etc.

The nearest existing housing to the site is on Oaktree Court, on the South side of Gilpin, and is about 125 yards from the site. However with full subdivision of the property between Oaktree and the firehall site the nearest house would be about 40 yards distant.

6. Price & Availability

The property is owned by the Municipality. The value of the property as residential land including some property which would be made part of the site because it would be 'sterilized' as residential land by the location of a firehall, is estimated at \$148,000.

