

ITEM	6
MANAGER'S REPORT NO.	14
COUNCIL MEETING	92/02/24

TO: MUNICIPAL MANAGER 1992 FEBRUARY 18

FROM: DIRECTOR PLANNING AND BUILDING

SUBJECT: PROPOSED AIRCARE VEHICLE INSPECTION CENTRE
4705 WAYBURNE DRIVE
REZONING REFERENCE #43/91

PURPOSE: To provide further information regarding the subject development proposal as requested by Council.

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RECOMMENDATION:

- 1) THAT this report be received for information purposes.

REPORT

1.0 INTRODUCTION:

On 1992 January 27, Council adopted a recommendation that the above-noted rezoning application be advanced to a Public Hearing on 1992 February 25. At the same time, Council requested further information regarding the development proposal. This report is being submitted to provide the requested information.

2.0 OPERATING HOURS:

The operating hours for the AirCare Centres provided for in the operator's contract with the Province are as follows:

	<u>1992</u>
Tuesday	- 8:30 a.m. - 7:30 p.m.
Wednesday	- 8:30 a.m. - 6:30 p.m.
Thursday	- 8:30 a.m. - 7:30 p.m.
Friday	- 8:30 a.m. - 6:30 p.m.
Saturday	- 8.30 a.m. - 4:30 p.m.
	<u>1993 - 1996</u>
Tuesday - Friday	- 8:30 a.m. - 6:30 p.m.
Saturday	- 8:30 a.m. - 4:30 p.m.
	<u>1997 - 1998</u>
Tuesday - Friday	- 8:30 a.m. - 7:30 p.m.
Saturday	- 8:30 a.m. - 4:30 p.m.

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The operator, Ebco-Hamilton Partners, has provided the following information regarding the possibility of extending operating hours:

Ebco-Hamilton may extend operating hours only during the month of February 1993. This month has much higher registration renewals than any other month. After 1993, the February peak will be reduced by the new I.C.B.C. quarterly renewal option, and by relocating all large fleets into other months. The latest operating hours for February 1993 would be 8:30 p.m., after which time, few if any customers would arrive regardless how late the facility was open.

3.0 IMPACT ON ROYAL OAK COLLEGE:

Royal Oak College is located on the adjacent property to the north of the proposed AirCare Inspection Centre. The closest college building is set back a minimum distance of 7.6 m (25 ft.) north of the property line between the two sites. The approach driveway to the queuing lanes for the Inspection Centre is set back 3.5 m (11.5 ft.) south of this property line, while the nearest building is set back 16 m (52.5 ft.) from this property line. The separation between the two facilities is therefore considered appropriate. It is also noted that the vehicular entrances into the Inspection Centre are located on the opposite (south) side of the building.

Given the planned Inspection Centre site configuration, and the operating hours noted above, the Inspection Centre is considered compatible with the Royal Oak College development.

4.0 TRAFFIC VOLUMES:

The applicant's consultant has prepared a trip generation and queuing study for the proposed Inspection Centre, which is available for viewing in the Planning Division, and is summarized briefly below.

The proposed facility can test a maximum of 90 vehicles per hour, and provides for a vehicle queue of 75 vehicles on site. Based on the geographical distribution of vehicle registration addresses and the planned Inspection Centre locations (see attached sketch), as well as the distribution of vehicle registrations by month, and the operator's previous hourly demand experience, demand projections for the Burnaby Inspection Centre were prepared. Based on these, it appears that with the exception of the two highest peak days in February 1993, the Inspection Centre will not create demand that exceeds its testing and queuing capacity on site.

The operator advises that after 1993, the February peak will be reduced by the new I.C.B.C. quarterly renewal option, and by relocating all large fleets into other months. During 1993, a Public Information Process is planned by the operator to reduce the projected peaking by encouraging motorists to get cars checked early in the calendar month, and to encourage owners of February registered vehicles to get them checked in the preceding three months which have extremely low registrations. If these measures do not reduce peaking sufficiently, the operator will extend hours and open on Sunday. Should vehicles queue to the street, the operator will assign a person or persons to prevent vehicles from overflowing onto the street by speaking to each individual and advising them when to return to minimize the wait.

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A planned future traffic signal at Wayburne Drive/Moscrop Street (a 50 per cent cost share of which is to be paid by the developer) will provide for the turning movements at this intersection generated by trips to the Inspection Centre. In summary, traffic volumes generated by the Centre are not anticipated to create a problem on the adjacent streets.

5.0 AIRCARE NETWORK DEVELOPMENT TIME FRAME:

Ebco-Hamilton Partners have advised that, under the terms of the contract with the Province, the network of all the centres must be completed and certified before the mandatory AirCare program can commence testing. If all the centres are not certified by 1992 July 02, then none of the network can operate and Ebco-Hamilton, as the sole operator for all the centres, will be penalized \$5,000.00 per day until the last centre is completed and certified. Two centres (not including Burnaby) may be open for volunteer and test training in May and June, before mandatory testing begins.

Four of the twelve Inspection Centres are currently under construction. Building permits for the others are anticipated in February (five centres) and March (two centres). Depending on size, construction time for new facilities varies from 90 to 120 days. The Burnaby Centre is expected to be the last to commence construction.

6.0 TAX STATUS:

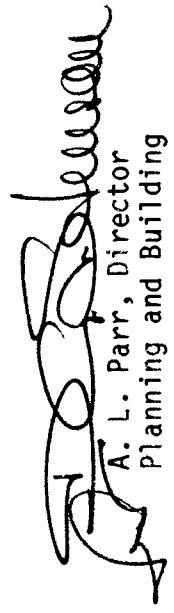
At present, the subject property is held by an agent of the Crown (B.C. Buildings Corporation) which therefore makes grants-in-lieu of taxes.

Based on consultation with the B.C. Assessment Authority, the applicant has provided the following preliminary information regarding the future tax status of the property:

"We are advised that Ebco-Hamilton Partnership will be an occupant of the property under lease and the property will be taxable as being held by a private enterprise, rather than be exempted as a Crown agent, programme or authority. We are also advised that the portion of the property occupied by the Provincial Headquarters (Supt. of Motor Vehicles or Attorney General) may be exempted on assessment as a Crown agency, but this cannot be ascertained until final plans of the building showing exclusive use or occupation, or other tests applied by the B.C. Assessment Authority can be investigated or determined".

Further to the above, it is noted that the Provincial offices are to occupy 384 m² (4,133 sq. ft.) of the development's total floor area of 2,455 m² (26,426 sq. ft.). The applicant has confirmed that if this area is exempted from taxation, it is the Province's intention that grants-in-lieu will be made.

RR:ap



A. L. Parr, Director
Planning and Building

Attach.

cc: Director Finance
Director Engineering
Manager, Transportation Planning

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