

ITEM	12
MANAGER'S REPORT NO.	24
COUNCIL MEETING	92/04/06

**TO:** MUNICIPAL MANAGER 1992 APRIL 01

**FROM:** DIRECTOR PLANNING AND BUILDING

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

**PURPOSE:** To provide information in response to concerns raised at the Public Hearing for the subject rezoning.

=====

**RECOMMENDATION:**

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

**R E P O R T**

**1.0 INTRODUCTION:**

A number of concerns regarding the proposed AirCare Centre at 4705 Wayburne Drive were raised at the Public Hearing for the subject rezoning held on 1992 February 25.

As requested by Council when Second Reading was given on 1992 March 02, this report is submitted to provide information regarding the various issues raised at the Public Hearing.

**2.0 SITE ACCESS:**

A concern was expressed regarding the impact on Royal Oak College of locating the access to the Centre at the north end of the site adjacent to the College. The applicant was requested to review the feasibility of reconfiguring the planned development to reverse the direction of flow through the test centre to provide queuing access from a more southerly point on Wayburne Drive. A number of such schemes were explored by the applicant and his consultants, but were considered undesirable in that they created more complex and confusing on-site traffic conditions as well as potential traffic problems entering and exiting the site from Wayburne Drive. These layouts would also have resulted in the loss of much of the existing mature landscaping on the site.

A reconfigured site plan has, however, been submitted which relocates the site access approximately 6 m (20 ft.) further south in order to substantially increase the landscaped setback adjacent to Royal Oak College.

**3.0 LANDSCAPED BUFFER:**

As noted above, the site plan for the proposed AirCare Centre has been amended to substantially increase the landscaped buffer area adjacent to the College site from 3.5 m (11.48 ft.) to 9.4 m (30.9 ft.) minimum. Given the minimum 7.6 m (25 ft.) setback of the adjacent College dormitory from the property line, this results in a total minimum separation of 17 m (56 ft.) between the AirCare driveway and College dormitory building.

ITEM	12
MANAGER'S REPORT NO.	24
COUNCIL MEETING	92/04/06

The existing CD (P2) zoning of the proposed AirCare Centre site provides for a Highways Regional Geotechnical and Paving Laboratory on the subject site and was adopted at the same time as the rezoning for development of the College. The zoning plans for the laboratory provide for a paved loading area to be located 1.8 m (6 ft.) from the College property line in the area of the dormitory.

The proposed AirCare driveway as relocated also compares favourably with Royal Oak College's interface with the I.C.B.C. driveway to the north, which already existed with a 1.5 m (5 ft.) setback from the College property line at the time the adjacent College dormitory building was developed at a 7.6 m (25 ft.) setback from this property line, resulting in a total separation of 9 m (30 ft.)

As well as increasing the width of the landscaped buffer area between the driveway and College site, to address the concerns expressed by the College, the applicant is increasing the proposed buffer planting as described below:

"The original landscape treatment for the north edge of the site focussed on blending the planting with the existing landscape of the adjoining Royal Oak College. The revised landscape treatment has a much greater emphasis on buffering and screening. A hedge of 2.0 m height has been included. The number of trees has been increased from 11 to 34. The following table shows comparative numbers and sizes.

**"ORIGINAL PLANTING**

- 6 Pinus nigra/Austrian Pine  
3.0 m height
- 4 Pinus nigra/Austrian Pine  
1.5 m height
- 1 Prunus s. 'Mt. Fuji'  
7 cm caliper
- 65 Thuja occ. 'Smaragd' /  
Smaragd cedar  
1.5 m height
- 159 Juniper s. 'Tamariscifolia' /  
Tamarix Juniper 5 gal. pots

**REVISED PLANTING**

- 12 Pinus nigra/Austrian Pine  
3.0 m height
- 4 Pinus nigra/Austrian Pine  
1.5 m height
- 1 Prunus s. 'Mt. Fuji'  
7 cm caliper
- 10 Prunus x. 'Pink Perfection'  
7 cm caliper
- 6 Liriodendron tulipifera/  
Tulip Tree  
7 cm
- 73 Thuja occ. 'Smaragd' /Smaragd  
cedar  
2.0 m height
- 134 Purnus l. 'Zabeliana' /  
Zabel Laurel  
5 gal. pots
- 20 Pinus mughus 'mugho' /  
Mugho Pine  
5 gal. pots
- 5 Acer ginnala/Amur Maple  
1.5 m height
- 25 Rhododendron 'Cunningham's'  
White  
5 gal. pots"

ITEM	12
MANAGER'S REPORT NO.	24
COUNCIL MEETING	92/04/06

**4.0 QUEUING:**

The Air Care entrance driveway parallel to the Royal Oak College property line will not be utilized for queuing. A queuing limit line has been established at the north-west corner of the site, and the operator will ensure no queuing takes place beyond this on the access driveway, as outlined below:

"A barricade with a sign indicating the lot is full, similar to those used in parking lots and parking garages, will be placed to block the driveway to the queuing area and force vehicles through the office parking lot aisle to the exit. The proposed barricade location is shown on the revised site plan and would be placed across the entrance anytime the queue extends to the "queue limit line" which will be painted across the entrance to queuing area as shown on revised plan."

Queuing capacity on site has been increased to 66 cars to the queuing limit line by lengthening the third queuing lane in the revised site layout, resulting in a very limited requirement for use of the barricade, according to the operator's projections:

"Consistent with all our previous information (UMA report dated January 15, 1992) using the absolute worst case analysis, the barricade may be necessary on the last 3 days of February 1993 to block the driveway for 30 minutes durations throughout the day. August 1994 may need the barricade between 9:00 a.m. and 11:00 a.m. on the last day for 15 to 30 minutes intervals."

**5.0 OPERATING HOURS:**

The operator has provided the following statement in response to concerns regarding possible Sunday or evening operation of the AirCare Centre:

"Operating hours will be limited to a maximum of 8:00 a.m. to 7:30 p.m. Monday to Saturday. It is important to remember that this facility is only one in the AirCare network which all function as one. They all open at the same time each day and accordingly all close at the published hours for the network! To have one facility with different hours, unless those hours are in addition to published hours, would be confusing and certain to make some customers mad. Our goal is to make the hours convenient."

In the last 5 years evening hours have been in greater demand, because so many husbands and wives are working all day. An important factor to remember is that, unlike most businesses, our customers are required to have their vehicles tested at one of the AirCare Centres. The large number of facilities and lanes, the extraordinary automation to speed the process and the number of operating hours all increase cost significantly while revenue remains fixed by the number of cars licensed in the program area. Conversely if the number of lanes or hours are cut, convenience goes down, costs go down, and profits go up".



**6.0 RELATIVE SCALE OF THE PROPOSED BURNABY AIRCARE CENTRE:**

130

The applicant advises that the 12 proposed AirCare Centres range in size from two lanes serving 26,000 vehicles per year (Chilliwack) to five lanes serving 168,000 vehicles per year (Vancouver South). The proposed Burnaby Centre has three lanes serving 93,000 vehicles per year.

**7.0 TRAFFIC CONSIDERATIONS:**

The developer of the AirCare Centre will deposit a 50 per cent cost share for the planned future traffic signal at Wayburne Drive /Moscrop Street. Development of the AirCare Centre is not anticipated to warrant the installation of the signal, which is intended to proceed in conjunction with development of the Moscrop-Gilpin Connector. Should earlier installation of the traffic signal be warranted, this would be pursued subject to funding being made available.

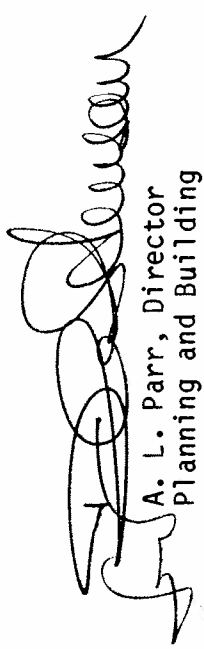
Transportation Planning staff have advised that traffic estimates do not indicate that the proposed AirCare facility will create any traffic queuing in the vicinity of Wayburne Drive or Moscrop Street which would significantly disrupt traffic flow on these streets. Therefore, the conditions that could create traffic infiltration into the Garden Grove area are not expected to develop.

**8.0 CONCLUSION:**

The purpose of this report has been to provide information in response to concerns raised at the Public Hearing for the subject rezoning. It has also summarized the significant changes the applicant has made to the site plan for the proposed AirCare Centre in response to the concerns raised by the Royal Oak College.

This is for the information of Council.

  
RR:ap

  
A. L. Parr, Director  
Planning and Building

cc: Manager, Transportation Planning