



## CITY OF VANCOUVER

### ADMINISTRATIVE REPORT

Report Date: June 30, 2006  
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Phone No.: 604.873.7347  
RTS No.: 4811  
VanRIMS No.: 08-4000-11  
Meeting Date: July 11, 2006

TO: Vancouver City Council

FROM: General Manager of Engineering Services in consultation with the Director of Finance, the Director of Real Estate and the Director of Current Planning

SUBJECT: Relocation of By-law Impoundment Facility

#### RECOMMENDATION

- A. THAT Council approve in principle the relocation of the existing By-Law Impoundment facility at 1410 Granville Street to 375 Industrial Avenue.
- B. THAT, subject to approval of Recommendations D and E below, Council authorize the transfer of the City owned site at 375 Industrial Avenue (legally described as Parcel Identifier: 026-289-121 Lot 2, District Lot 2037, Group 1, New Westminster District Plan BCP17674) from the PEF to the Capital Fund at a purchase price of approximately \$4,700,000 with funding provided as a loan from the Capital Financing Fund and paid back by increased Street and Traffic By-law fine and towing revenue.
- C. THAT, subject to approval of Recommendations D and E below, Council approve funds of up to \$470,000 to retain an architect and other required consultants, for the preparation of the impound lot design and facility construction documents, and to receive development approval, with authority granted to the General Manager of Engineering Services to arrange for and enter into contracts, such agreements to be satisfactory to the Director of Legal Services, with funding as provided as a loan from the Capital Financing Fund and paid back by increased Street and Traffic By-law fine and towing revenue.
- D. THAT Council approve a \$10 increase (from \$80.00 to \$90.00), in the Street and Traffic By-law 2849 violation fines, and a \$5 increase, (from \$40.00 to \$45.00) for

payment before 35 days, both effective September 1, 2006, to generate an estimated \$750,000 per year.

- E. THAT Council approve an increase in vehicle towing rates from \$47.23 plus GST to the ICBC 1<sup>st</sup> tow rate, currently \$68.88 plus GST. The majority of this increase would go to tow truck operators to compensate for increased towing distances and time; however, the City would recover an increased lease payment from the tow company of approximately \$200,000 (from \$144,000 to \$344,000). This increase would be effective at the date the new impound facility becomes operational.
- F. THAT the Director of Legal Services be directed to bring forward the necessary by-law amendments to Schedule A of the Impounding By-law No. 3519.
- G. THAT staff report back on detailed construction costs and award of tender(s) for the development of the impound facility.

## PURPOSE

The purpose of this report is to first seek approval in principle to relocate the City's By-Law Impoundment facility to the City owned site at 375 Industrial Avenue from the current site at 1410 Granville Street (south of Pacific Avenue on the east side of Granville). The report also seeks Council approval to transfer the site from the PEF to the Capital Fund, and authority to proceed with design including the preparation of tender documents. Funding for this would be provided from an increase in the Street and Traffic By-law violation fines by \$10 (from \$80.00 to \$90.00) with payment before 35 days increased by \$5 (from \$40.00 to \$45.00). Towing rates would also have to be increased although that would only occur at the time the lot relocation takes place.

## DISCUSSION

The existing impoundment facility located at 1410 Granville Street provides storage for vehicles towed under by-law infractions issued by the Parking Enforcement Branch and the Police Department. It is a convenient location and is near the centroid of all authorized tows. The impoundment facility has been operating at this location since 1986. At that time the impoundment facility was surrounded by a mix of commercial, light industrial uses, and vacant land to the east on the former Expo site.

Since rezoning Granville Slopes (1984), False Creek North (1990) and Downtown South (1991), the surrounding area has emerged as a high-density residential neighbourhood with a future population of approximately 6,500 residents. As a result of adjacent residential development/uses, there have been an increased number of complaints related to the impound lot's operation.

Furthermore, Council directed staff to undertake a study that would provide an urban design vision and a new zoning for the Granville Bridgehead area to create a neighbourhood centre on the City-owned properties on and adjacent to the existing impound lot site. The recommended relocation of the impoundment facility from its current location to 375 Industrial Avenue will allow better neighbourhood-serving land-uses for the emerging

neighbourhoods in False Creek North, Granville Slopes and Downtown South. Resolution of the plan for this area will also facilitate future planning of the bridge loops sites, immediately north of Pacific Boulevard, for redevelopment.

The impoundment facility is now operating at full capacity with the number of vehicles towed to the site being maintained at approximately 48,000 tows per year for the past 3 years.

In 2005, after a review of potential sites, Engineering and Planning staff agreed the site at 375 Industrial Avenue would be a suitable replacement site due to its compatibility with surrounding land uses as well as its ability to meet the operational requirements of the impoundment facility. (See Appendix A).

On April 26<sup>th</sup>, 2005 Council approved the property acquisition of 375 Industrial Avenue for the purposes of accommodating future Civic uses including the relocation of the City's existing impoundment facility.

In July 2005, Stantec Consulting was hired to develop preliminary designs for an impoundment facility at 375 Industrial Avenue. The preliminary designs show that the property can accommodate the required small office building and approximately 161 vehicle spaces, to meet the City's impoundment needs. (See Appendices B and C)

In conclusion, staff recommend the relocation of the By-Law Impoundment facility to Industrial Avenue because it would relocate the City's impoundment facility to a more suitable long term site which is compatible with adjacent land-uses and zoning and policies for the False Creek Flats, and would permit the redevelopment of the City lands under Granville Bridge. The identified site along Industrial Avenue meets the operational and site requirements identified by engineering, planning and parking operations staff.

#### FINANCIAL IMPLICATIONS

The relocation of the impoundment facility to 375 Industrial Avenue will result in increased costs. There is the cost of acquiring the site, and developing the new impoundment facility, but the capital costs would be recovered over a 15 to 20 year period. There will also be an increase in towing costs due to the more distant location of the site.

The cost to relocate the site includes the purchase of the land, and on and off-site improvement costs. The land was purchased by the PEF in 2005 for \$3.7M, and has a current value of approximately \$4.7M. The preliminary estimated costs to improve the site for a public impound facility are \$6.0M (including consultant and staff costs). The site costs include the provision of an office, proper gating and fencing, utilities, lighting and security systems and site paving. There is also off-site improvements including some needed sidewalk and street lighting improvements.

It is recommended that funding be provided from the Capital Financing Fund and paid back over a 15 to 20 year period from the following two revenue sources.

- 1) an estimated \$750,000 per year from a \$10 increase (\$80.00 to \$90.00), in the Street and Traffic By-law 2849 violation fines, and a \$5 increase (\$40.00 to \$45.00) for payment before 35 days, both which should be effective September 1, 2006. This parking fine is for the more serious parking violations and is the main violation for

which a vehicle may be impounded. An increase in this fine is appropriate, as it is directly related to the need for an impoundment facility. This fine was last changed in 2002.

2) an estimated \$200,000 per year from an increase in the towing fee. The towing rate needs to increase to adequately compensate tow truck drivers for the increased average distance to the proposed new impoundment lot on Industrial Avenue. An increase from the City rate currently \$47.23 plus GST to the rate set by ICBC for 1<sup>st</sup> tows (\$68.88 plus GST) will provide adequate funding to adequately compensate tow truck drivers and help pay for the new impoundment lot through an increase in the annual rent payment of approximately \$200,000 (\$144,000 to \$344,000). The ICBC 1<sup>st</sup> tow rate is the rate charged by other lower mainland municipalities. This increase would only be introduced when the new impoundment lot begins its operation.

The total preliminary budget is shown in the following table.

<b>Capital costs</b>	
Land purchase	\$4,700,000
Detailed design consultants/permits	\$470,000
Construction management consultants	\$180,000
On-site improvements	\$4,600,000
Environmental	\$300,000
Off-site improvements	\$400,000
Staff costs	\$50,000
Total costs	\$10,700,000
Annual payment required based on monthly repayment over 15 yrs @ 6%	\$1,080,000
<b>Revenue sources</b>	
Increased fine revenue	\$750,000
Increased rent payment	\$200,000
Existing rent payment	\$144,000
Total annual revenue	\$1,094,000

The City needs to retain architectural services to prepare design drawings and receive development approval. The estimated cost of these and other related services is estimated to be up to \$410,000. There is also a need for \$60,000 to cover permitting fees including DCLs, and \$50,000 for staff resources to further the facility redevelopment and provide project management over the next year. These costs are part of the site improvement costs and would be funded from the revenue sources recommended in the report.

If Council approves this proposal, detailed design work would proceed and later in the year staff would report back on the detailed construction costs of the impoundment facility and the award of tender(s), with an expectation that the new lot would be operational in late 2007.

## ENVIRONMENTAL IMPLICATIONS

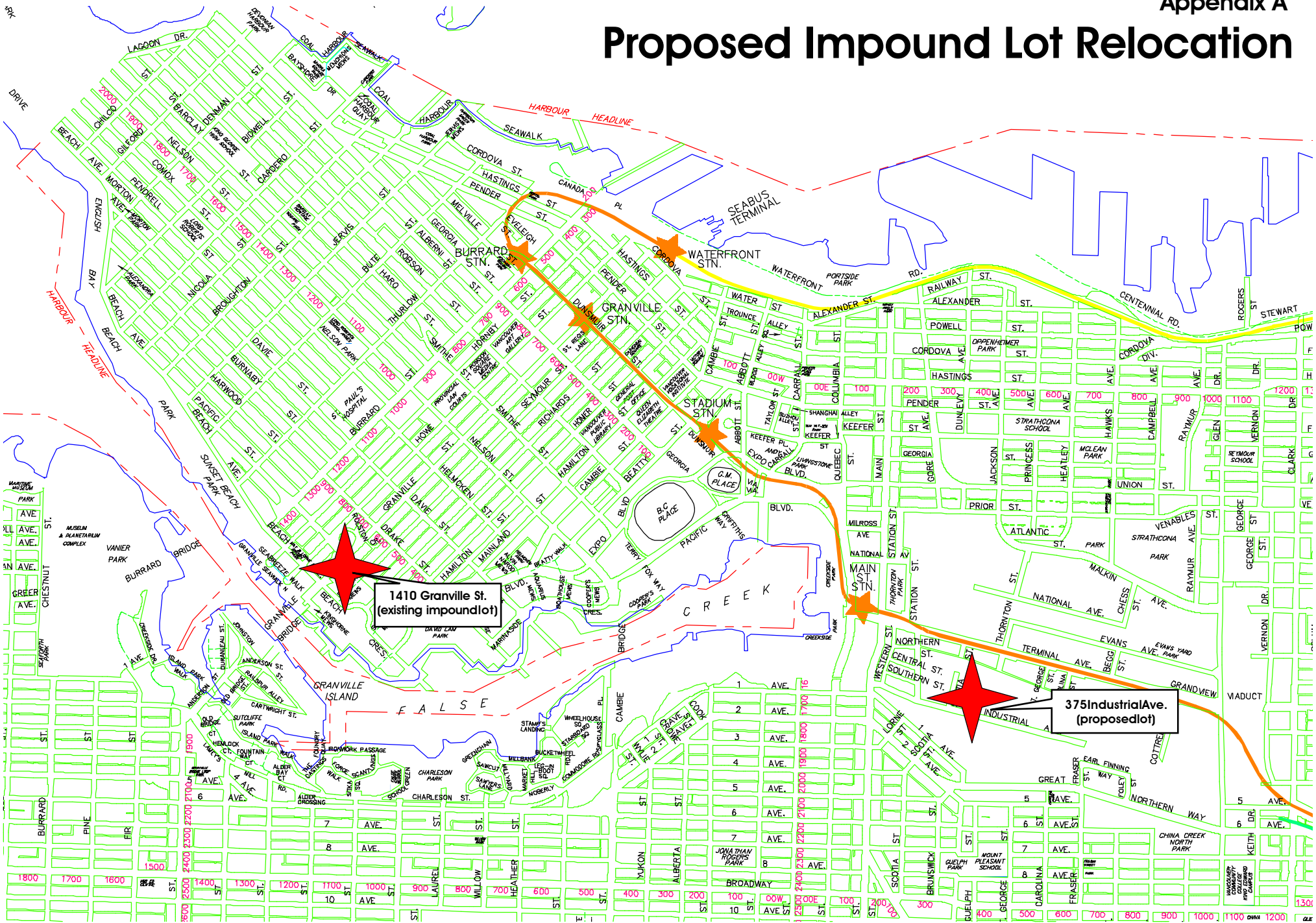
A Phase II Environmental Assessment has been carried out, and approval in principle has been issued to allow the use of the site as an impoundment facility, although there will be some degree of remediation required for the development.

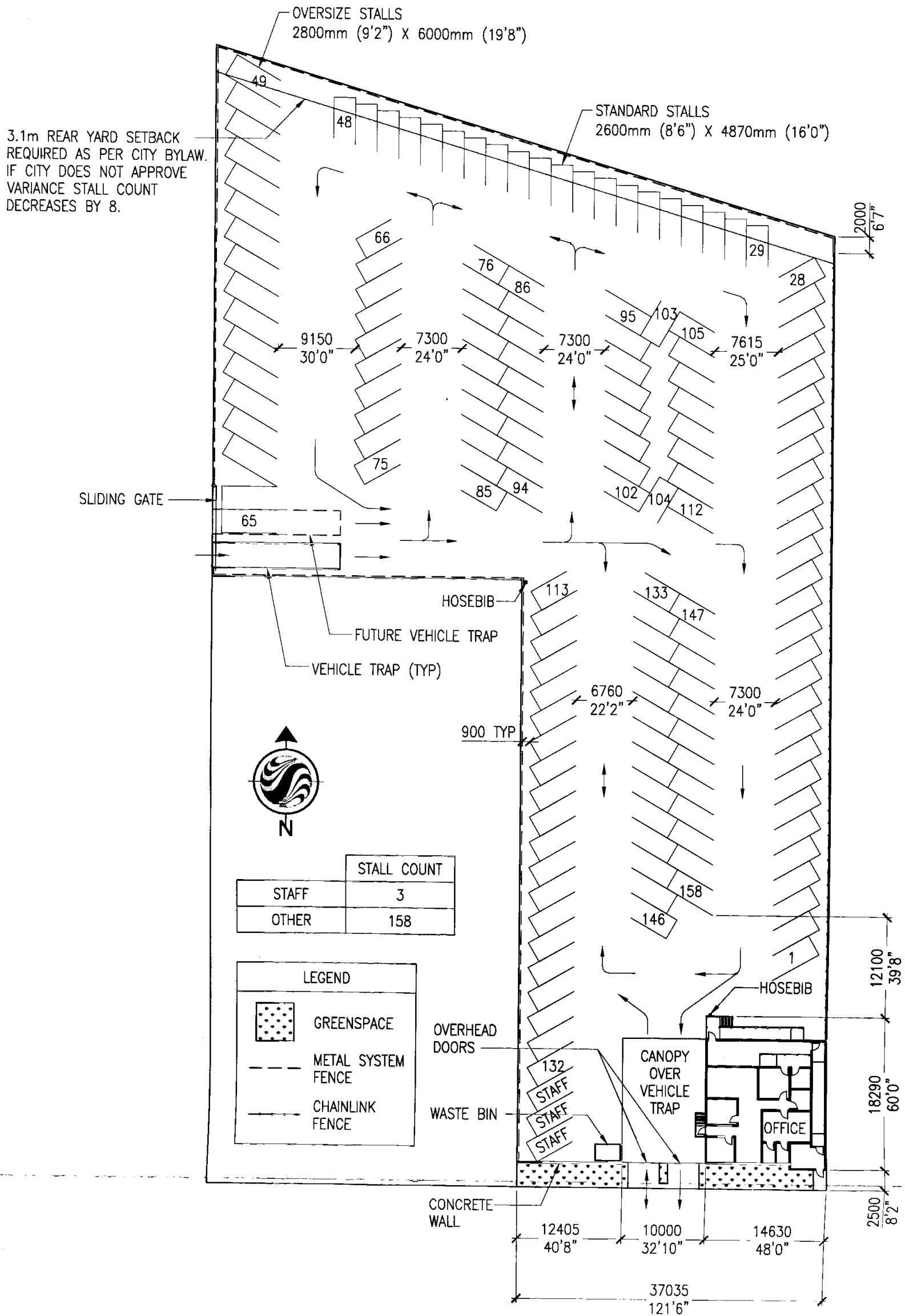
## CONCLUSION

There is a need to relocate the existing By-Law Impoundment facility from 1410 Granville Street because of the incompatibility with the increasing residential uses surrounding it. A new location at 375 Industrial Avenue is recommended where it would be more compatible with adjacent land-uses and zoning. The new site meets the operational needs for the Impound Lot and it is recommended that it be purchased for \$4.7M with a loan from the CFF, to be paid back by increased Street and Traffic By-Law fine and towing revenue.

\* \* \* \* \*

# Proposed Impound Lot Relocation





V:\01145\active\114501107\report\2.08-Report\Phase 2\Drawings for Section 4.0\4.2 Recommended Conceptual Site Layout.dwg  
2006-03-02 04:24PM By: abernardino

March 2006  
114501107

ORIGINAL SHEET - ANSI B



Stantec

**Stantec Consulting Ltd.**  
1100, 111 Dunsmuir Street  
Vancouver BC Canada  
V6B 6A3  
Tel. 604.696.8000  
Fax. 604.696.8100  
www.stantec.com



Client/Project  
CITY OF VANCOUVER  
CONCEPTUAL DESIGN FOR  
NEW BY-LAW IMPOUND LOT

Figure No.

4.2

Title

RECOMMENDED CONCEPTUAL  
SITE LAYOUT

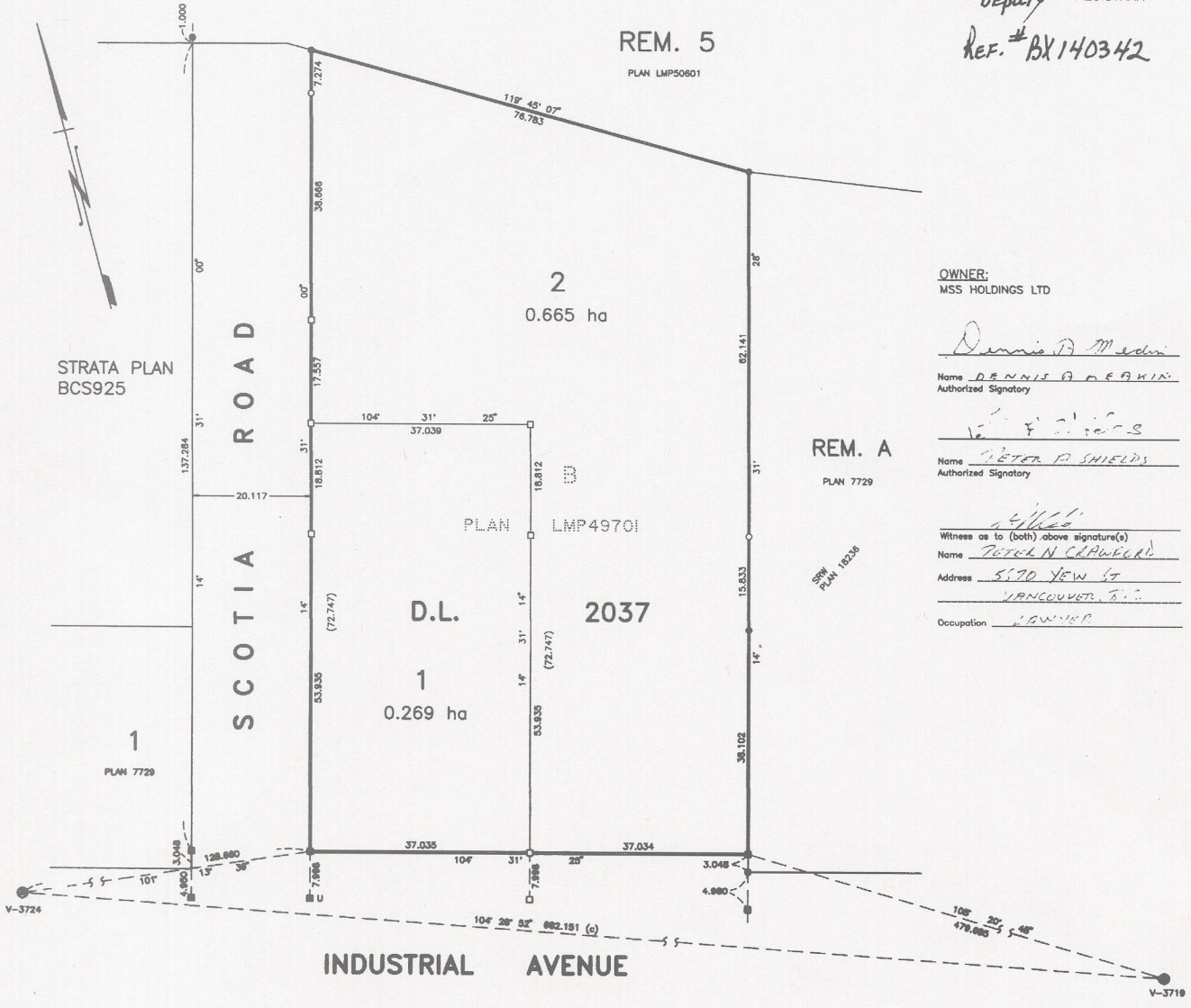
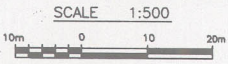
SUBDIVISION PLAN OF LOT B OF LOT H,  
DISTRICT LOT 2037, GROUP 1,  
NEW WESTMINSTER DISTRICT, PLAN LMP49701  
B.C.G.S. 92G-025

"PLAN BCP 17674"

DEPOSITED IN THE LAND TITLE OFFICE  
AT NEW WESTMINSTER, B.C. THIS 18  
DAY OF MAY, 2005

*San Mac Donald - Sec.*  
Deputy REGISTRAR

REF. # BX140342



OWNER:  
MSS HOLDINGS LTD

*Dennis D. Deakin*  
Name DENNIS D. DEAKIN  
Authorized Signatory

*Peter D. Shields*  
Name PETER D. SHIELDS  
Authorized Signatory

*Witness*  
Witness as to (both) above signature(s)  
Name TONIA N. CRAWFORD  
Address 5570 YEW ST  
VANCOUVER, B.C.  
Occupation LAWYER

REM. A  
PLAN 7729

BRW  
PLAN 19228

LEGEND :

INTEGRATED SURVEY AREA NO. 31,  
CITY OF VANCOUVER, NAD83 (CSRS)  
GRID BEARINGS ARE DERIVED FROM OBSERVATIONS BETWEEN  
CONTROL MONUMENTS V-3724 AND V-3719  
THIS PLAN SHOWS HORIZONTAL GROUND-LEVEL DISTANCES  
EXCEPT WHERE OTHERWISE NOTED, TO COMPUTE GRID DISTANCES,  
MULTIPLY GROUND-LEVEL DISTANCES BY COMBINED FACTOR 0.9996029.

- SYMBOLS  
FOUND PLACED
- CONTROL MONUMENT
  - LEAD PLUG
  - STANDARD IRON POST
- U DENOTES UNREGISTERED

ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF.

APPROVED UNDER THE LAND TITLE ACT  
THIS 13<sup>TH</sup> DAY OF MAY 2005

*Rick Snelie*  
APPROVING OFFICER, CITY OF VANCOUVER

I, DAVID W. PARKIN, A BRITISH COLUMBIA LAND SURVEYOR,  
OF THE CITY OF BURNABY, IN BRITISH COLUMBIA, CERTIFY THAT I WAS  
PRESENT AT AND PERSONALLY SUPERINTENDED THE SURVEY REPRESENTED  
BY THIS PLAN, AND THAT THE SURVEY AND PLAN ARE CORRECT.  
THE FIELD SURVEY WAS COMPLETED ON THE 8th DAY OF MAY, 2005.  
THE PLAN WAS COMPLETED AND CHECKED, AND THE CHECKLIST FILED  
UNDER #30827, ON THE 8th DAY OF MAY, 2005.

*DW Parkin*  
B.C.L.S.

UNDERHILL & UNDERHILL  
PROFESSIONAL LAND SURVEYORS  
210A-3430 BRIGHTON AVENUE  
BURNABY, B.C. V5A 3H4  
TEL. (604) 732-3384

THIS PLAN LIES WITHIN THE GREATER VANCOUVER REGIONAL DISTRICT.