



**To:** General Purposes Committee  
**From:** Carli Edwards, P.Eng.  
Manager, Customer Services and Licencing  
**Re:** **Business Licence Bylaw No. 7360**  
**Amendment Bylaw No. 9696**

**Date:** March 2, 2017  
**File:** 12-8275-02/2017-Vol  
01

**Staff Recommendation**

That Business Licence Bylaw No. 7360, Amendment Bylaw No. 9696, which increases the maximum number of Class A Taxicabs to 114, be introduced and given first, second and third readings.

Carli Edwards, P.Eng.  
Manager, Customer Services and Licencing  
(604-276-4136)

Att. 2

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Law Transportation	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO 

## Staff Report

### Origin

Business Licence Bylaw No. 7360 establishes the maximum number of taxicabs permitted to be operated and licenced by Richmond based companies within the jurisdiction of the City, excluding the Vancouver International Airport (YVR). This report deals with an application submitted to the Passenger Transportation Board (PTB) by Kimber Cabs Ltd., (KCL) to add six new additional vehicles to their fleet.

On February 24, 2017 the PTB made the following decision on the application:

*Granting 2 additional conventional vehicles*

In light of the decision made by the PTB and at the request of KCL, staff propose Amendment Bylaw 9696, to increase the number of taxicabs permitted under Business Licence Bylaw No. 7360. This will allow the two additional vehicles approved by the PTB to be licenced by the City of Richmond.

The Community Charter and Council Policy 9311, requires that the public are provided an opportunity to provide written or oral submissions by those persons who consider themselves affected by the proposed bylaw. Notification requirements are reasonably satisfied if the adoption of the proposed bylaw is advertised once each week for two consecutive weeks in a newspaper that is distributed in Richmond. A time period of at least two weeks is provided from the date of the second required advertising for persons to make submissions before the bylaw may be adopted.

### Analysis

Taxicabs are licenced by the PTB and provincially regulated under the Passenger Transportation Act. The City looks to the review and diligence carried out by the PTB in the determination of the demand for additional PTB taxicab licences.

On January 4, 2017, KCL submitted an application to the PTB for an additional six conventional taxicabs vehicles. In their review of the application the PTB takes into consideration, among other criteria, that:

- a) *There is a public need for the service the applicant proposed to provide under any special authorization;*
- b) *The applicant is fit and proper to provide the service and is able to provide the service;*  
*and*
- c) *The application, if granted would promote sound economic conditions in the passenger transportation business in British Columbia.*

The PTB also reviewed one submission on the application from the following organization:

- Garden City Cabs of Richmond Ltd. (GCCRL)

In order to support their application, KCL submitted a rationale that a population increase of approximately 1.7% a year requires increase in service to improve customer service.

The PTB also reviewed information that reflected:

- 72 certificates of support by customers were submitted in support of public need;
- Questionnaire responses indicate support for faster response times;
- KCL is seeking increase in fleet size of 27% based mostly on form letter/questionnaire support for the proposed expansion.

On February 24, 2017, the PTB determined that KCL had provided sufficient information and evidence to demonstrate a need for an additional two Class A conventional taxicabs, rather than the six that were requested. The PTB determined that KCL to be fit and proper and capable of providing the proposed service with the addition of two conventional vehicles.

The applicant forwarded the decision to City of Richmond Licence Department on February 28, 2017, requesting approval and licencing of the two additional cabs. (Attachment 1). As the City is generally supportive of increasing the number of taxis to meet growing demand of the community and noting no recent public complaints were received by the City regarding the services of KCL, staff have no objection to granting the approved additional licenses.

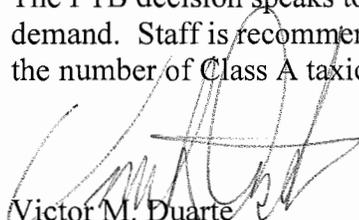
If approved by Council, KCL would be licensed to operate 24 taxicabs with 20 accessible and four conventional taxicabs. The addition of two new taxicabs should enhance service to passengers and clients of KCL and the community of Richmond. In their decision, the PTB notes, "that approving the addition of 2 conventional vehicles will contribute to the sound economic conditions within the transportation industry." The full decision is attached to this report (Attachment 2).

### **Financial Impact**

The Business Licence Fee for KCL will be reassessed to accommodate the additional two Vehicles for Hire, which will result in a Business Licence fee increase of \$252.00.

### **Conclusion**

The PTB decision speaks to the increasing population of Richmond and an increase in taxi demand. Staff is recommending an amendment to Business Licence Bylaw No. 7360 to increase the number of Class A taxicabs by two vehicles, consistent with the PTB decision.



Victor M. Duarte  
Supervisor, Business Licence  
(604-276-4389)

March 2, 2017

- 4 -

VMD:vmd

- Att. 1: Applicants email requesting bylaw amendment
- 2: PTB Licence Application Decision



# City of Richmond

## Bylaw 6969

### Business Licence Bylaw No. 7360, Amendment Bylaw No. 9696

The Council of the City of Richmond enacts as follows:

1. Business Licence Bylaw No. 7360, as amended, is further amended by deleting subsection 2.1.27.3 (a) and substituting the following;
  - (a) For use as Class A taxicabs is 114; and
2. This Bylaw is cited as "**Business Licence Bylaw No. 7360, Amendment Bylaw No. 9696**".

FIRST READING

SECOND READING

THIRD READING

LEGAL REQUIREMENTS SATISFIED

ADOPTED

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CITY OF RICHMOND
APPROVED for content by originating dept. <i>[Signature]</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER

Attachment 1

**Duarte,Victor**

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**From:** Kimber Cab <kimbercabsltd@yahoo.com>  
**Sent:** February 28, 2017 09:58  
**To:** Edwards,Carli; Duarte,Victor  
**Subject:** RE: KIMBER CABS APPROVED 2 TAXIS BY PTB  
**Attachments:** PTB DECISION AV389-16 APPROVED 2 VEHICLES.pdf

Good Morning Carli

With reference to our application AS389-16 to ptb of additional 6 taxis in Richmond and we would like to request City of Richmond to amend the bylaw accordingly. Please find enclosed herewith the letter from ptb that they have partially approved our application with 2 SEDAN taxis. Our approved application will be posted on the weekly bulletin on this coming wednesday March 1st, 2017.

Thank you for your support

Regards,

*Paramjit*

**KIMBER CABS LTD.**

248 - 2633 Viking Way | Richmond, BC V6V 3B6

Off: 604-278-2155 | Fax: 604-207-9232

Attachment 2



202-940 BLANSHARD STREET • PO BOX 9850 STN PROV GOVT • VICTORIA BC V8W 9T5

February 24, 2017

Kimber Cabs Ltd.  
248 - 2633 Viking Way  
Richmond BC V6V 3B6

via email: [admin@kimbercabs.com](mailto:admin@kimbercabs.com)

Dear Sirs:

**Re: Decision on Passenger Transportation Licence Application #AV389-16**

The Passenger Transportation Board has made a decision on your license application.

The Board has approved the application in part. Attached is the Board's decision. Please read it carefully. The decision sets out your terms and conditions of licence. You must follow with these when operating your vehicles.

The Passenger Transportation Branch issues licences and identifiers. It may contact you regarding any additional requirements. You must obtain identifiers for any additional vehicles within 6 months of the date of the Board's decision. Attached is an instruction sheet of requirements to activate your identifiers.

You may also wish to contact the municipalities in which you will be operating. Municipalities may have by-laws relating to passenger carriers.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Jan Broocké", written in a cursive style.

Jan Broocké  
Director

pc: Kristin Vanderkuip  
Registrar, Passenger Transportation

Attachments



TRANSPORTATION BOARD 202- 940 BLANSHARD STREET • PO BOX 9850 STN PROV GOVT • VICTORIA BC V8W 9T5

February 24, 2017

Kimber Cabs Ltd.  
248 - 2633 Viking Way  
Richmond BC V6V 3B6

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Yours sincerely,

Jan Broocke  
Director

pc: Kristin Vanderkuip  
Registrar, Passenger Transportation

Attachments

## Licence Application Decision

### Taxi – Additional Vehicles

<b>Application #</b>	AV389-16	<b>Applicant</b>	Kimber Cabs Ltd.
<b>Trade Name (s)</b>	Kimber Cabs		
<b>Principals</b>	BUTTAR, Swaran Singh LALLY, Harjit STAMM, Peter	DHALIWAL, Amrit Raj Bhupinder Singh SUMAL, Avtar Singh	
<b>Address</b>	248-2633 Viking Way, Richmond, BC V6V 3B6		
<b>Current Licence</b>	Special Authorization for passenger directed vehicles PT licence #70458		
<b>Application Summary</b>	<b>Additional Vehicles - Taxi</b>  Add 6 vehicles. This will increase the maximum fleet size to 28 vehicles (8 conventional and 20 accessible).		
<b>Date Published in Weekly Bulletin</b>	January 4, 2017		
<b>Submitters (and representatives)</b>	Garden City Cabs of Richmond Ltd.		
<b>Decision</b>	<b>2 additional vehicles are approved.</b>		
<b>Decision Date</b>	February 24, 2017		
<b>Panel Chair</b>	Mary Sjostrom		

#### I. Introduction

This is an application from Kimber Cabs Ltd. to amend the current Special Authorization license #70458 to add authority to operate 6 additional vehicles to the fleet. The current fleet is 22 vehicles of which 2 may be conventional and 12 equipped with flip seats; all others must be accessible taxis. The new maximum fleet size would be 28 vehicles (8 conventional and 20 accessible taxis).

The applicant has a service area in which passengers may only originate from any point in the City of Richmond which includes the Vancouver International Airport (YVR). The applicant has had a Passenger Transportation licence since 2004 and before that a Motor Carrier licence. It has operated since 1991.

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The table below summarizes the recent application history of Kimber Cabs Ltd.

<u>APP.#</u>	<u>TYPE OF APPLICATION</u>	<u>DECISION DATE</u>	<u>OUTCOME</u>
07-14	flip seats in 18 vehicles	09-Apr-2014	APPROVED in part (6)
AV19-15	add 4 vehicles (2 conventional)	06-May-2015	APPROVED in whole
101-16	flip seats in 12 vehicles	01-Jun-2016	APPROVED in whole

In support of this application, Kimber Cabs Ltd. provided the following documents:

PDV vehicle proposal	Business plan
Service Area	Financial information
Public Explanation	Public need indicators
Disclosure of Unlawful Activity and Bankruptcy	Municipal notice
Declaration	Taxi data

I note that data required by the Board was provided on custom spreadsheets. They were accepted and considered in this case. I note here that the Board Application Guide 3 and Reference Sheet 16 direct applicants to complete Board spreadsheets. These materials also note that custom spreadsheets may be used to present additional data.

## II. Relevant Legislation

Division 3 of the *Passenger Transportation Act* (the "Act") applies to this application. The Act requires the Registrar of Passenger Transportation to forward applications for Special Authorization licences to the Passenger Transportation Board (Board). Section 28(1) of the Act says that the Board may approve the application, if the Board considers that:

- (a) there is a public need for the service the applicant proposed to provide under any special authorization.
- (b) the applicant is a fit and proper person to provide that service and is capable of providing that service, and
- (c) the application, if granted, would promote sound economic conditions in the passenger transportation business in British Columbia.

I will consider each of these points in making my decision.

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### III. Rationale and Submissions

#### *(a) Applicant's Rationale*

The applicant states its business has grown significantly over the last year and it wants to improve customer service to the highest level possible in a highly attractive business municipality. Richmond's population is growing by 1.7% each year. The commitment of Kimber cabs is to support and provide transportation service in Richmond including wheelchair accessibility, while meeting the contractual obligations to the Vancouver International Airport Authority.

The application for additional vehicles will have a minimal effect on the transportation industry as it represents less than 4% of the total taxi fleets operating in Richmond.

#### *(b) Submissions & Applicant's Response*

The one submitter to the application was Garden City Cabs of Richmond Ltd. which operates 32 vehicles, 12 of which are accessible, in the City of Richmond, excluding YVR.

The main concerns noted by the submitter were as follows:

- Lack of availability of accessible cabs in Richmond with current services of Kimber Cabs being provided to YVR.
- The questionable dispatch system and methodology of data compiled for trip and shift spreadsheet

Kimber Cabs acknowledges that a large portion of its fleet (18) operates under contract to YVR while maintaining a strong commitment to serve at the airport and south terminal. The applicant has submitted information which separates flag trips by airport pickups from Richmond city pickups. As the airport is geographically within in the City of Richmond, the company's airport cabs frequently serve trips in Richmond. Kimber Cabs remain committed to the best accessible service within the City of Richmond even when wheelchair vans are occupied at YVR. Of the dispatched trips for wheelchair accessible service, 40% are served by the YVR taxis (WATs).

The goal of Kimber Cabs is to remain a leader in taxi transportation while maintaining a high level of safe and reliable customer service. The additional 6 vehicles will operate in the

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Municipality of Richmond which the applicant states will assist the 20 accessible vehicles to serve the community.

Kimber Cabs is currently using the computerized dispatch system "Piccolo" which is the same system used by Garden City Cabs. The applicant signed a contract to commence use of the "Zoro" mobile app shortly. It is also operating a manual dispatch system as back up preventing any disruption.

The Board gives more weight to submissions that back up claims with facts or details. I have considered the submission and the applicant's response in my review of this application.

#### **IV. Reasons**

- (a) *Is there a public need for the service that the applicant proposes to provide under special authorization?*

Taxi companies who want more vehicles are expected to show that there is a public need for more taxis. Companies are expected to show why their current fleet is not large enough to handle more trips and why they need a specific number and type of vehicles for which they have applied. The Board wants to be satisfied that there is a reasonable connection between the number and type of vehicles requested and public need. Applicants should explain why other taxis in the area are not meeting the public need.

In support of public need, the applicant provided 72 certificates of support from customers, business personnel and individuals from within the Richmond Community. These were form letters with handwritten comments. The responses focused on the need for a faster service, less wait times and better customer service. A small portion of responses were testimonials of the company's service and preference of accessible cars over vans for people with disabilities.

The business plan states that the applicant is monitoring response time performance and taking steps to improve customer service. This includes the installation of GPS equipment in taxicabs that, in particular, improves dispatch services.

In the business plan the applicant identified increased budget to expand advertising services and increase commercial business to meet demand by clients.

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The applicant identified the three taxi cab companies with originating areas exclusively in Richmond. Garden City Cabs has a fleet of 32 of which 12 are accessible, Richmond Cabs has 98 vehicles with 11 accessible and Kimber Cabs has 22 vehicles with 20 accessible. All vehicles are activated according to Passenger Transportation Branch records for January 2017.

The population growth estimates between 2006 and 2014 indicate city wide population growth averaged at approximately 1.7% per year.

Since Kimber Cabs was approved to operate four additional vehicles in 2015, it has, it says, improved its business relationships and community memberships within Richmond. As a result, the business plan states, it has become more aware of needs that are not being met in the City. Further, the applicant indicated that its data supports the addition of 6 taxi cabs (an increase of 27%) in order to meet demand volumes and customer service expectations, and also to reduce wait times.

#### Board Analysis and Findings

Kimber pointed out that its trip volumes increased 18.8 % from 2015 to 2016 (January to October). I note, however, that the maximum fleet size increased 22% in May 2015 and vehicles on shift increased about 13%. That is, some of the increase in trip volumes can be explained by increases in the number of vehicles being used.

On average, only 86% of vehicle capacity was used in the first ten months of 2016. To some extent, it appears that Kimber has unused capacity in its fleet despite increases in trip volumes. Application materials point out that full usage was not achieved because drivers are sick and some vehicles are down for repairs. The applicant's data show that it has achieved fuller utilization in the past and it seems reasonable to think it could achieve fuller utilization in the future.

Kimber provided data relating to flag and dispatch trips in Richmond to show recent increases. For example, the monthly average of trips originating from the City of Richmond (both flag and dispatch trips) has increased by 97% from 2015 to 2016. This is obviously a large increase. However, only 13% to 21% of Kimber's trips are in the city (i.e. non-airport trips). Also, since 2013, the number of trips in the city show big swings:

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doubling one year and falling by half the next. Given that these trips are small as a percentage, and also historically volatile, the large, short-term upswing in city trip volumes serves as some support for more taxis, although not at the levels the applicant seeks.

The questionnaire responses indicate support for faster response times and reduced wait times. This material is accorded moderate weight.

The applicant states that additional vehicles will help it decrease wait times for trips in the city. Its data shows that response times within 10 minutes improved steadily from a very low rate of 9% in 2013 to 44% in the most recent months of 2016.

The data shows that response time improvements are significant. However, response times remain below its somewhat unambitious target of 50% within 10 minutes. That is, there is room to improve response time to levels achieved in the Lower Mainland.

Overall, Kimber Cabs seeks a large increase in its fleet size (27%) based mostly on large, short-term increases in trip volume, and also based on a form letter/questionnaire with support for its proposed expansion.

This, in light of other data and information in the application, indicates a need for some fleet increase. In summary, I note the following. Prior additional vehicles appear to be largely absorbed and some capacity exists to improve fleet usage. Response times are improving but room for improvement remains. The market appears to be growing both at YVR (5.1% in the first ten months of 2016) and in Richmond (trips as well as population). Although the applicant claims that hotels have indicated that wait times are a customer service problem, no documentation from hotels was received. Rather, the questionnaires corroborate evidence received regarding response times (response time data) and its efforts to make improvements.

I find that the applicant has presented relevant evidence to support public need to add 2 conventional vehicles.

*(b) Is the applicant a fit and proper person to provide that service and is the applicant capable of providing that service?*

The Board looks at fitness in two parts:

- 
- (i) is the applicant a "fit and proper person" to provide the proposed service; and  
(ii) is the applicant capable of providing that service?

The company has 5 directors: BUTTAR, Swaran Singh, LALLY, Harjit, STAMM, Peter, DHALIWAL, AMRIT RAJ Bhupinder Singh, SUMAL, Avtar Singh.

The applicant has been operating a well-established business with five directors, in the Richmond area since 1991 with an office location that is owned by Kimber Cabs Ltd. The company's manager has 10 years' experience in the transportation industry with experience in handling large fleets of taxis. His responsibilities include dealing with corporate clients, managing marketing initiatives, hiring new drivers as well as upholding the professional standards of the Kimber drivers and vehicles.

Currently Kimber Cabs has a pool of 65 drivers who have completed training on proper vehicle operation, safety procedures, and training related to safely securing passengers with mobility aids and wheelchairs. The business plan included an executive summary, a public need for service and a current marketing plan. Kimber Cabs Ltd. attracts two main business types: a direct consumer and commercial corporate accounts.

The financial information included a statement of income and loss and a cash flow forecast for a 36 month period. The unaudited financial statements in the application were for 2014 and 2015. A purchasing plan for the 6 vehicles, 2016-2017 model Toyota Prius sedans, was included in the application.

The disclosure forms of Unlawful Activity and Bankruptcy completed by all Directors indicated no discrepancies.

I find the applicant to be fit, proper and capable of managing and providing the proposed service.

- (c) *Would the application, if granted, promote sound economic conditions in the passenger transportation business in British Columbia?*

The Board looks at the "economic conditions" issue from a wide-ranging view. The economic conditions of the "transportation business in British Columbia" are considered ahead of the economic and financial interests of an individual applicant or operator. The

Board supports healthy competition. The Board discourages competition that could unduly harm existing service providers.

The applicant provides a unique taxi service with specialty vehicles. The applicant's proposed additional vehicles are aimed at providing an expanded conventional service in the City of Richmond while complimenting the existing accessible service in the City of Richmond. The tourism sector is a growing market and Kimber has been a member of Tourism Richmond since 2009 and supporting the growing demand. I note the applicant states that these additional taxis will serve the City of Richmond only. These 2 taxis will be added to the 4 currently dedicated to the city. I am satisfied the growing taxi marketplace can absorb these additional vehicles.

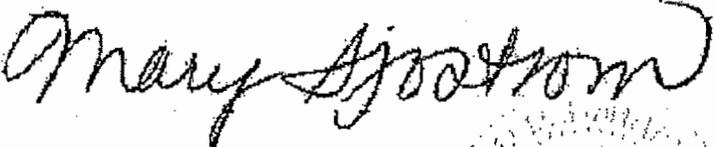
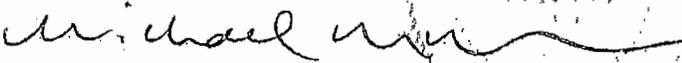
I find that approving the addition of 2 conventional vehicles will contribute to sound economic conditions within the transportation industry.

Terms & Conditions of Licence

I note that the "Specialty Vehicles" term and condition states that "All vehicles must be operated as an accessible taxi..." [emphasis added]. This contradicts the Board's approval of conventional taxis and I am amending the term and condition accordingly.

**V. Conclusion**

For the reasons above, this application is approved in part. I establish the activation requirements and the terms and conditions of licence that are attached to this decision as Appendix I. These form an integral part of the decision.

Signature of Panel Chair	
Date	February 24, 2017
Entered & Sealed by the Director	

A/Director

Appendix I  
 Kimber Cabs Ltd.  
 dba Kimber Cabs

<p><b>Approval of application may expire</b></p>	<ol style="list-style-type: none"> <li>1. The licensee must activate the additional vehicles approved in this decision within <b>6 months</b> of the date of this decision.</li> <li>2. Any additional vehicles that have not been activated within <b>6 months</b> of the date of this decision are no longer approved and the maximum fleet size of the licensee is reduced accordingly.</li> <li>3. The Passenger Transportation Board may vary the requirements set out in 1 above, if circumstances warrant it.</li> <li>4. If an applicant needs more time to activate its vehicles, then the applicant must make a request to the Board <u>before</u> the end of the 6 month activation period.</li> </ol> <p>(Note: "activate" means that the applicant has submitted the documents required to obtain a Special Authorization Vehicle Identifier to the Registrar of Passenger Transportation.)</p>
<p><b>Notice to Registrar</b></p>	<p>The Registrar must not, without direction from the Board, issue the applicant any additional special authorization vehicle identifiers if the applicant has not activated the vehicles within <b>6 months</b> of the date of this decision.</p> <p>(Note: activated means that the applicant has submitted to the Registrar of Passenger Transportation the documents required to obtain a Special Authorization Vehicle Identifier.)</p>

<p><b>Special Authorization</b></p>	<p><b>Passenger Directed Vehicle (PDV)</b></p>
<p style="text-align: center;"><b>Terms &amp; Conditions:</b></p>	
<p><b>Vehicles:</b></p>	
<p>Maximum Fleet Size:</p>	<p>24 vehicles of which:</p> <ul style="list-style-type: none"> <li>• 6 may be conventional taxis</li> <li>• all others must be accessible taxis</li> <li>• only 12 may be equipped with flip seats</li> </ul>
<p>Specialty Vehicles:</p>	<p>The <b>accessible taxis</b> must be operated in accordance with the <i>Motor Vehicle Act Regulations</i> including Division 10 (<i>motor carriers</i>) and Division 44 (<i>mobility aid accessible taxi standards</i>), as amended from time to time, and in accordance with any other applicable equipment regulations and standards.</p>
<p>Vehicle Capacity:</p>	<p>A driver and not less than 2 and not more than 7 passengers.</p>
<p>Flip Seat Authorization:</p>	<p>Passengers may be seated in moveable "flip seats" or "let down seats"</p>

	that are installed behind the driver in accordance with Division 10.07(5) of the Motor Vehicle Act Regulations.
Service Priority Requirement:	Persons with mobility aids who require an accessible taxi for transportation purposes are priority clients for the dispatch of accessible taxis. The licensee must at all times use a dispatch and reservation system that dispatches accessible taxis on a priority basis to clients who have a need for accessible vehicles.
<b>Service 1:</b>	<i>The following terms and conditions apply to Service 1</i>
Originating Area:	Transportation of passengers may only originate from any point in the City of Richmond.
Destination Area:	Transportation of passengers may terminate at any point in British Columbia and beyond the British Columbia / United States border when engaged in an extra-provincial undertaking.
Return Trips:	The same passengers may only be returned from where their trip terminates in the <i>destination area</i> to any point in the <i>originating area</i> if the return trip is arranged by the time the originating trip terminates.
Reverse Trips:	Transportation of passengers may only originate in the <i>destination area</i> if the transportation terminates in the <i>originating area</i> and the cost of the trip is billed to an active account held by the licence holder that was established before the trip was arranged.
<b>Service 2:</b>	<i>The following terms and conditions apply to Service 2: Peak Period Weekend Taxis</i>
Originating Area:	Transportation of passengers may only originate from the Downtown Vancouver Entertainment District, i.e. the area that is bounded by the west property line of Main Street from Burrard Inlet to National Avenue; the projection westward of the north property line of National Avenue from Main Street to False Creek; the north shoreline of False Creek from National Avenue to the extension southward of the west property line of Burrard Street; the west property line of Burrard Street from False Creek to Robson Street, the south property line of Robson Street from Burrard Street to Denman Street, the west property line of Denman Street from Robson Street to Georgia Street; the south property line of Georgia Street from Denman Street to Chilco Street, the east property line of Chilco Street and its extension north from Georgia Street to Burrard Inlet; Burrard Inlet from Chilco Street to Main Street. (See attached map.)
Destination Area:	Transportation of passengers may terminate at any point in British Columbia.
Vehicle Identification	Any vehicle operating under this Service must have a "yellow weekend" plate securely fastened in a conspicuous place at the front of the commercial vehicle and in a horizontal position.
<b>Maximum number Vehicles</b>	<b>A maximum of 3 vehicles may operate under this Service</b>
<b>Maximum Operating</b>	<b>Vehicles may only operate in the Downtown Vancouver</b>

FEB 24 2017

Requirement:	Entertainment District on Friday/Saturday and Saturday/Sunday from 10:00 p.m. to 5:00 a.m.
	<i>The following apply to all vehicles in the fleet.</i>
Express Authorizations:	(i) Vehicles <b>must</b> be equipped with a meter that calculates fares on a time and distance basis. (ii) Vehicles may be equipped with a top light. (iii) Vehicles may, from within the originating area only, pick up passengers who hail or flag the motor vehicle from the street.
Taxi Cameras & Meters:	Licensees must install taxi camera equipment and taxi meters, including taxi soft meters, in compliance with applicable rules, standards and orders of the Passenger Transportation Board.
Taxi Bill of Rights:	a) A Taxi Bill of Rights issued by the Ministry of Transportation ("Taxi Bill of Rights") must be affixed to an interior rear-seat, side window of each taxicab operated under the licence. b) The Taxi Bill of Rights must at all times be displayed in an upright position with the complete text intact and visible to passengers. c) Licensees may only display a current Taxi Bill of Rights.
Taxi Identification Code:	Each vehicle operated by the licensee must have a unique taxi identification code (TIC) affixed to the inside and outside of the vehicles in a manner that complies with applicable rules, specifications and orders of the Passenger Transportation Board.
Transfer of a licence:	<b>This special authorization may not be assigned or transferred except with the approval of the Board pursuant to section 30 of the Passenger Transportation Act.</b>

*M*  
FEB 24 2017



**Business Licence Bylaw No. 7360, Amendment Bylaw No. 9696**

The Council of the City of Richmond enacts as follows:

1. Business Licence Bylaw No. 7360, as amended, is further amended by deleting subsection 2.1.27.3 (a) and substituting the following;
  - (a) For use as Class A taxicabs is 114; and
2. This Bylaw is cited as **“Business Licence Bylaw No. 7360, Amendment Bylaw No. 9696”**.

FIRST READING

SECOND READING

THIRD READING

LEGAL REQUIREMENTS SATISFIED

ADOPTED

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\_\_\_\_\_

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\_\_\_\_\_

CITY OF RICHMOND
APPROVED for content by originating dept. <i>[Signature]</i>
APPROVED for legality by Solicitor <i>[Signature]</i>

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER