



General Purposes Committee

**Anderson Room, City Hall
6911 No. 3 Road**

**Monday, June 1, 2015
4:00 p.m.**

Pg. # ITEM

MINUTES

GP-7 *Motion to adopt the **minutes** of the meeting of the General Purposes Committee held on Tuesday, May 19, 2015.*



COUNCILLOR HAROLD STEVES

1. **PROPOSED SITE C DAM PROJECT**
(File Ref. No.)

GP-14

See Page GP-14 for information

RECOMMENDATION

- (1) *That the City of Richmond reaffirm its concern over the construction of the Site C Dam;*
- (2) *That a letter be sent to the Province of British Columbia requesting a moratorium on the construction and development of Site C until the end of 2017 and that the proposed project be referred to the BC Utilities Commission for review and consultation; and*
- (3) *That a copy of this resolution be forwarded to the BC Utilities Commission, Metro Vancouver, and other Metro Vancouver communities to seek support for this request.*



FINANCE AND CORPORATE SERVICES DIVISION

2. **DISPOSITION OF A STATUTORY RIGHT OF WAY OVER A PORTION OF THE EASTERN FOOT OF DYKE ROAD TO GREATER VANCOUVER WATER DISTRICT**

(File Ref. No. 06-2285-30-191) (REDMS No. 4573140 v. 2)

GP-19

See Page GP-19 for full report

Designated Speaker: Michael Allen

STAFF RECOMMENDATION

That:

- (1) *for consideration of \$10, the City grant a permanent statutory right of way to Greater Vancouver Water District over a portion (\pm 323.1 sq. m.) of City owned land legally described as Lot 1 Section 1 Block 4 North Range 4 West NWD Plan 46040 PID 005-990-556; and*
- (2) *staff be authorized to take all necessary steps to complete the matter including authorizing the Chief Administrative Officer and the General Manager, Finance and Corporate Services to negotiate and execute all documentation to effect the transaction detailed in the staff report dated May 12, 2015 from the General Manager, Finance and Corporate Services including all contracts and Land Title Office documents.*



3. **TASTE VINO VOLO CANADA INC., DOING BUSINESS AS VINO VOLO LOCATED IN ROOM 2320.0 VANCOUVER INTERNATIONAL AIRPORT, ARRIVALS**

(File Ref. No.) (REDMS No. 4556853)

GP-25

See Page GP-25 for full report

Designated Speaker: Glenn McLaughlin

STAFF RECOMMENDATION

That the application by Taste Vino Volo Canada Inc., doing business as Vino Volo, for a Liquor Primary Licence at 3880 Grant McConachie Way (Vancouver International Airport) in order to offer full liquor service be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

- (1) Council recommends the issuance of the proposed liquor licence based in part from the lack of any negative community responses and that the operation will not have a significant impact on the community;*
- (2) Council's comments on the prescribed criteria (set out in Section 10(3) of the Liquor Control and Licensing Act Regulations) are as follows:*
 - (a) the location of the establishment is zoned Airport District and since the property is under Federal jurisdiction, the City does not review or comment on business uses for zoning purposes;*
 - (b) the proximity of the proposed location to other social or recreational and public buildings was considered. There are no public schools or parks within a 50 meter radius of the proposed liquor primary location;*
 - (c) that a LCLB application for a 50 person capacity operation with liquor service hours of 9:00 a.m. to 2:00 a.m. was considered;*
 - (d) that the number and market focus or clientele of liquor primary licence establishments within a reasonable distance of the proposed location was considered;*
 - (e) the potential for additional noise in the area if the application is approved was considered;*
- (3) As the operation of the establishment as a liquor licensed establishment might affect nearby residents the City gathered the view of the residents as follows:*
 - (a) a letter was sent to the Vice President of Community & Environmental Affairs at YVR requesting that a letter of notice of a new liquor primary licence establishment be circulated to other business operations at YVR;*
 - (b) was also posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instruction on how community comments or concerns could be submitted; and*

(4) *Council's comments and recommendations respecting the views of the resident's are as follows:*

(a) *there were no responses to all the public notifications and based on the lack of any responses received from the community, Council considers that the application is acceptable to the majority of the community, residents and businesses in the nearby area.*



4. **BUSINESS LICENCE BYLAW NO. 7360, AMENDMENT BYLAW 9255**

(File Ref. No. 12-8060-20-9255) (REDMS No. 4579470)

GP-30

See Page GP-30 for full report

Designated Speaker: Glenn McLaughlin

STAFF RECOMMENDATION

That Business Licence Bylaw No. 7360, Amendment Bylaw No. 9255, which increases the maximum number of Class A Taxicabs to 109 and Class N Taxicabs to 43, be introduced and given first, second and third readings.



CHIEF ADMINISTRATOR'S OFFICE

5. **CANADA 150 COMMUNITY INFRASTRUCTURE PROGRAM APPLICATION FORM**

(File Ref. No. 03-1087-34-01) (REDMS No. 4585268 v. 3)

GP-52

See Page GP-52 for full report

Designated Speaker: Amarjeet Rattan

STAFF RECOMMENDATION

(1) *That the following projects be approved for submission to Western Economic Diversification for total funding consideration of up to \$4,181,210 under the Canada 150 Community Infrastructure Fund:*

Projects Requesting Over \$250,000

(a) *South Arm Fitness Centre Upgrade*

- (b) Phoenix Net Loft Restoration Upgrade, Steveston Waterfront*
- (c) LED Lighting Energy Efficient Upgrade, Richmond Olympic Oval*
- (d) #1220 Steveston Interurban Tram Car Restoration*
- (e) Cambie Community Centre Upgrade*
- (f) Britannia Heritage Shipyards Seine Net Loft Deck Upgrade*
- (g) Gateway Theatre Upgrade*

Projects Requesting Under \$250,000

- (a) Track Zone Synthetic Floor Improvements, Richmond Olympic Oval*
 - (b) Minoru Grandstands*
 - (c) Steveston Community Centre*
 - (d) Steveston Community Pool*
 - (e) Richmond Public Library Digital Services Launchpad*
 - (f) Railway Greenway Upgrade*
 - (g) Garrett Wellness Centre*
 - (h) Accessibility, Richmond Olympic Oval*
 - (i) Event Lighting and Sound Upgrades, Richmond Olympic Oval*
- (2) That the City of Richmond provide letters of support to the following community project submissions initiated from community organizations:*
- (a) ANAF Maples Residence*
 - (b) Steveston Town Square- Steveston Historical Society Japanese Garden; and*
- (3) That the Chief Administrative Officer and the General Manager of Engineering and Public Works, be authorized to enter into funding agreements with the Government of Canada for the above mentioned projects which are approved for funding.*



COMMUNITY SERVICES DIVISION

6. **MINORU COMPLEX MULTIPURPOSE ROOM ALTERNATIVES**

(File Ref. No.) (REDMS No. 4585805 v. 10)

GP-71

See Page GP-71 for full report

Designated Speakers: Serena Lusk & Jim Young

STAFF RECOMMENDATION

That the approved floor plans for the Minoru Complex be modified to include an Event Room on the ground floor of the building as displayed in Attachment 1 of the report, Minoru Complex Multipurpose Room Alternatives, dated May 25, 2015 from the Senior Manager, Recreation and Sport and the Senior Manager, Project Development.

☐

ADJOURNMENT

☐



General Purposes Committee

Date: Tuesday, May 19, 2015

Place: Anderson Room
Richmond City Hall

Present: Mayor Malcolm D. Brodie, Chair
Councillor Chak Au
Councillor Derek Dang
Councillor Carol Day (entered at 4:06 p.m.)
Councillor Ken Johnston
Councillor Alexa Loo
Councillor Bill McNulty
Councillor Linda McPhail
Councillor Harold Steves (entered at 4:05 p.m.)

Call to Order: The Chair called the meeting to order at 4:00 p.m.

AGENDA ADDITION

It was moved and seconded
That bed bugs be added to the agenda as Item No. 6.

CARRIED

MINUTES

It was moved and seconded
That the minutes of the special meeting of the General Purposes Committee held on Monday, May 11, 2015, be adopted as circulated.

CARRIED

General Purposes Committee

Tuesday, May 19, 2015

DELEGATION

Craig Richmond, President and Chief Executive Officer, Vancouver Airport Authority (VAA), accompanied by Anne Murray, Vice President, Community and Environmental Affairs, VAA, and Howard Jampolsky, City of Richmond representative on the Vancouver International Airport Board, provided an update on the Airport Authority's activities over the past year and spoke of upcoming economic opportunities.

Councillor Steves entered the meeting (4:05 p.m.).

Councillor Day entered the meeting (4:06 p.m.).

In response to Committee comments, Mr. Richmond was of opinion that the conditional environmental approval for the jet fuel pipeline is the best alternative, noting that environmental standards will be maintained. Also, he commented that the VAA is subject to federal regulations regarding provisions for multilingual personnel and signage in both official languages; however, where possible, additional translation is provided for international flights.

ENGINEERING AND PUBLIC WORKS DIVISION

1. **AMENDMENTS TO WATER USE RESTRICTION BYLAW AND CONSOLIDATED FEES BYLAW TO SUPPORT CHAFER BEETLE BIOCONTROL**

(File Ref. No. 10-6125-04-01; 12-8060-20-009247/9248) (REDMS No. 4561394 v. 3)

It was moved and seconded

- (1) *That Water Use Restriction Bylaw No. 7784, Amendment Bylaw No. 9247 be introduced and given first, second and third readings; and***
- (2) *That Consolidated Fees Bylaw No. 8636, Amendment Bylaw No. 9248 be introduced and given first, second and third readings.***

The question on the motion was not called as in reply to queries from Committee, Lesley Douglas, Manager, Environmental Sustainability, advised that the effectiveness of the insecticide will be dependent on the infested lawn area receiving ample water before and after its application.

The question on the motion was then called and it was **CARRIED**.

COMMUNITY SERVICES DIVISION

2. **LONDON/STEVESTON PARK CONCEPT PLAN**

(File Ref. No. 06-2345-20-LSTE1) (REDMS No. 4540721 v. 8)

Mike Redpath, Senior Manager, Parks, accompanied by Clarence Sihoe, Park Planner, provided background information on the London/Steveston Park Concept Plan.

In response to queries from Committee, Mr. Redpath provided the following information:

- the geographic distribution of off-leash dog parks throughout the city identified a need for such a park in the London-Steveston area;
- a wider multi-use trail is proposed to allow for two-way circulation;
- the existing park washrooms are anticipated to be open from dawn to dusk, which is an extension of what is permitted at other parks;
- the two smaller ball diamond backstops will be re-located elsewhere within the City's park system;
- the proposed off-leash dog park will be reviewed and an update provided to Committee accordingly;
- design details for the play area have not been determined; however, preliminary designs do not include a water feature; and
- several options are being explored regarding the proposed hard surface trail for the site.

Discussion ensued regarding promoting public awareness for the Park. Committee requested that staff provide an update on (i) the current park space inventory, (ii) minimum standards for park space, (iii) future needs, and (iv) Park hours of operation.

It was moved and seconded

That the London/Steveston Park Concept Plan, as outlined in the staff report titled "London/Steveston Park Concept Plan," dated May 1, 2015, from the Senior Manager, Parks, be approved.

CARRIED

General Purposes Committee

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LAW AND COMMUNITY SAFETY DIVISION

3. SISTER CITY ADVISORY COMMITTEE 2014 YEAR IN REVIEW

(File Ref. No. 01-0100-30-SCIT1-01) (REDMS No. 4562749)

In reply to a query from Committee, Amarjeet Rattan, Director, Intergovernmental Relations and Protocol Unit, advised that the Sister City Advisory Committee (SCAC) is currently working on a three-year work plan that will be presented at a future Committee meeting.

It was moved and seconded

That the staff report titled "Sister City Advisory Committee 2014 Year in Review," dated May 1, 2015, from the Director, Intergovernmental Relations and Protocol Unit, be received for information.

The question on the motion was not called as in reply to a query from Committee, Mr. Rattan stated that the budget for the current three-year term for SCAC activities is approximately \$220,000, which included allocations for the annual Richmond-Wakayama Student Exchange program, the Youth Honour Park, and the Wakayama-Richmond Anniversary commemoration.

The question on the motion was then called and it was **CARRIED**.

FINANCE AND CORPORATE SERVICES DIVISION

4. UPDATE ON SIGNAGE ON PRIVATE PROPERTIES

(File Ref. No. 03-0900-01) (REDMS No. 4403117 v. 12)

Cecilia Achiam, Director, Administration and Compliance, provided background information and commented that, in an effort to promote community harmony, staff are recommending Option 2 that includes continuing of outreach efforts to improve compliance with Sign Bylaw No. 5560, and updating Sign Bylaw No. 5560.

In response to queries from Committee, Cathryn Volkering Carlile, General Manager, Community Services, advised that plans to address the language issue are based on creating opportunities for Richmond's cultural mosaic to gather together. Also, Doug Long, City Solicitor, commented that an Ontario court upheld minimum language on signage regarding Canada's official languages; however, no case law has been established under the *Charter of Rights and Freedoms* on foreign language signage.

In response to further queries from Committee, Ms. Achiam provided the following information:

- staff have spoken with the 13 business owners whose signage is strictly in a foreign language in an effort to seek voluntary compliance with Sign Bylaw No. 5560;

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Tuesday, May 19, 2015

- it is anticipated that costs associated with a temporary full-time sign/business license inspector will be recovered through application fees;
- approximately 60% of respondents favoured some form of combined outreach education and regulation to address the matter;
- respondents held strong views on the matter;
- the Canadian Sign Association will provide valuable input in any future proposed sign regulations; and
- Sign Bylaw No. 5560 regulates exterior signage; however, staff anticipate that updates to the bylaw would include limiting store front window advertising.

Discussion ensued regarding (i) the merits of continuing outreach and education efforts to business owners, (ii) the need to update Sign Bylaw No. 5560, (iii) the community's will to seek voluntary compliance with regard to sign regulations, and (iv) the feasibility of regulating exterior and interior signage and/or implementing a "Sign Watch" program.

In reply to a query from Committee, Mr. Long commented that forthcoming revisions to Sign Bylaw No. 5560 would be comprehensive, including regulations related to advertisements, posters, and maximum window area coverage.

It was moved and seconded

- (1) *That Option 2: "De-cluttering without a language provision" which entails the continuation of outreach effort and updating Sign Bylaw No. 5560 be approved. The Sign Bylaw update will include de-cluttering without a language provision and addressing non language related regulatory gaps; and*
- (2) *That staff be directed to review the Sign Permit Application fees and bring an update to the Consolidated Fees Bylaw No. 8636 for consideration by Council along with the new Sign Bylaw.*

CARRIED

CHIEF ADMINISTRATOR'S OFFICE

5. COUNCIL TERM GOALS 2014-2018

(File Ref. No. 01-0105-07-01) (REDMS No. 4537297 v. 12)

Discussion ensued regarding (i) creating a separate theme for the “community social services component” included as part of Theme 2, (ii) expanding the definition of a well-informed citizenry under Theme 9, (iii) adding to subsection 8.2 to include City policies and regulations related to the maintenance of the city’s industrial land base, and (iv) ensuring that each Term Goal Theme is of equal priority.

It was moved and seconded

That Council consider the information contained in this report from the Corporate Programs Consultant, dated May 5, 2015, and either adopt the 9 themes and priorities presented herein as their Council Term Goals for the 2014-2018 term of office, or identify and adopt any modifications, deletions or additions to this information for their Council Term Goals for the 2014-2018 term of office.

The question on the motion was not called as the following **amendments** were introduced:

It was moved and seconded

That the community social services component, including subsection 2.2 and other references to social service networks, be separated to create “Theme 10” to the Council Term Goals 2014-2018.

Discussion ensued on the merits of the community social services component being a stand-alone theme.

The question on the amendment motion was then called and it was **DEFEATED** with Mayor Brodie and Cllrs. Dang, Johnston, Loo, and Steves opposed.

It was moved and seconded

That the second bullet of subsection 8.2 be amended to include the following at the end, “and to protect the industrial land base.”

DEFEATED

Opposed: Mayor Brodie

Cllrs. Au

Dang

Johnston

Loo

McNulty

McPhail

Steves

The question on the main motion was then called and it was **CARRIED**.

6.

General Purposes Committee

Tuesday, May 19, 2015

6. **BED BUGS**

(File Ref. No.)

Councillor McPhail circulated background information regarding the potential of a bed bug infestation at public facilities and/or public places (copy on file, City Clerk's Office) and the following **referral** was introduced:

It was moved and seconded

That the matter of bed bugs be referred to staff to discuss with Vancouver Coastal Health the potential of a bed bug infestation at public facilities and/or public places, the protocols, and report back.

The question on the referral was not called as discussion ensued regarding staff liaising with other facilities and organizations for best practices.

The question on the referral was then called and it was **CARRIED**.

ADJOURNMENT

It was moved and seconded

That the meeting adjourn (5:39 p.m.).

CARRIED

Certified a true and correct copy of the Minutes of the meeting of the General Purposes Committee of the Council of the City of Richmond held on Tuesday, May 19, 2015.

Mayor Malcolm D. Brodie
Chair

Heather Howey
Committee Clerk

TO: Mayor and Council

FROM: Councillor Harold Steves

DATE: May 29, 2015

RE: Proposed Site C Dam Project

“That the City of Richmond reaffirm its concern over the construction of the Site C Dam, and, That the City write a letter to the Province of BC requesting a moratorium on the construction and development of Site C until the end of 2017, and that the proposed project be referred to the BC Utilities Commission for review and consultation.”

Further, that copies of this resolution be forwarded to the BC Utilities Commission; and to Metro Vancouver and other Metro Vancouver communities to seek support for this request.

SUMMARY:

1) Burrard Thermal, Energy Alternatives and Site C Dam comparison:

Burrard Thermal presently operates as a peaking plant. If maintained it would continue as a peaking plant while other energy alternatives were developed and conservation practices reduced need. No estimates have been given for domestic power needs justifying construction of the Site C Dam.

Metro Vancouver Estimates:

Site C Dam: 1,100 MW is designed to produce power for 450,000 homes, capable of 880,000

Burrard Thermal: 950 MW is used as a peaking plant, capable of powering 760,000 homes

Existing Metro WTE: 20 MW producing power for 16,000 homes

New Metro WTE: 30 MW producing power for 24,000 homes

CALP Community Energy Guide Estimates (Dr. Stephen Shepherd):

Rooftop Solar potential power for 900,000 homes

Local Run of River Hydro: 7,500 homes

Industrial Energy Recovery: 7,500 homes heat energy

Livestock biogas: 17,000 homes

Forest Biomass: 26,000 homes

Wind: not calculated

Canadian Geothermal Energy Association:

Borealis Lakelse/Terrace: 15 MW

Borealis Valemount: 15 MW

Tecto Energy South Meager Creek: 15 MW

Additional geo thermal power plants can be built to meet demand

11 times as many jobs as Site C

Lowest physical and environmental footprint

Richmond District Energy: 12,000 homes heat energy with plans to expand

2) Agricultural Value of Site C land: Site C neither clean nor green

ALR Land: 9,180 acres removed from ALR, April 2015

Statutory Reserve Land: 24,620 acres (much is farmland previously removed from ALR)

Total: 33,800 acres

Class 1 & 2 alluvial soil, not affected by drought

Capable of producing food for 1 million people (Agrologist Report – Wendy Holm)

Capable of sequestering 52,000 tons of CO₂/yr

(3,500 lb/ac/yr for traditional organic agriculture - Rodale Institute; 5,000 lb/ac/yr for trees)

Fishery and environmental loss: substantial.

3) Business Case Flaws - attached



PEACE VALLEY

landowner association

Ss#2, Site 12, Comp. 19, Fort St. John, British Columbia, V1J 4M7

Via E-Mail Premier@gov.bc.ca

May 26th, 2015

The Honourable Christy Clark
Premier of British Columbia
P.O. Box 9041 Stn. Prov. Govt.
Victoria, B.C. V8W 9E1

Dear Premier Clark,

Re: Fundamental Flaws Invalidate BC Hydro's Site C Dam Business Case

I am writing to urgently request that you delay the Summer 2015 start of Site C dam construction for at least 2 years to:

- save BC ratepayers \$200 million dollars,
- fully respect Site C-related court processes now underway,
- allow time for BC Auditor General Carol Bellringer to consider a finance performance audit of the Site C final investment decision process, and
- address the very disturbing findings of respected energy economist Robert McCullough regarding the Site C business case through an open, expert and independent review of the Site C business case with full procedural safeguards.

Contrary to the statements of Energy and Mines Minister Bill Bennett, Site C is likely double the cost of other energy options

On December 16, 2014, you announced your government's approval of the Site C dam. At \$8.8 billion, Site C is the largest public infrastructure project in BC history.

We retained respected energy economist Robert McCullough to prepare an independent expert review of Site C business case assumptions. In his report, Mr. McCullough concludes:

While the cost and choice of options deserve further analysis, the simple conclusion is that Site C is more expensive – dramatically so – than the renewable/natural gas portfolios elsewhere in the U.S. and Canada. Our analysis indicates that the Site C portfolio may well be twice as costly as the renewable/natural gas portfolio adopted elsewhere. (emphasis added)

BC Hydro's financial analysis is skewed to favour Site C over alternatives

In the cover letter to his report, Mr. McCullough states:

In the course of our review we have found evidence from the U.S. Bonneville Power Administration that suggests that **British Columbia Hydro's choice of a discount rate may have differed from their usual practice**. Since this is the single most important assumption in any cost benefit study, a careful review of BC Hydro's decision to use this discount rate is in order. (emphasis added)

You and your Cabinet appear to have relied on incomplete, misleading or inaccurate advice from the staff of BC Hydro and the Ministry of Energy and Mines. Otherwise how could Minister of Energy and Mines, Bill Bennett conclude that Site C is the least cost option for BC ratepayers, as he did at the December 16th Site C technical briefing:

What I'd like to say to start with is that what has driven me as the Energy minister over this last year and a half is **what's best for the ratepayer of British Columbia, how we can acquire the power that we need at the least cost possible, and the answer turned out to be the Site C project**. (emphasis added)

Our serious concerns do not end there.

Contrary to BC Hydro statements, a 2 year delay will save ratepayers \$200 million

In January 2015, BC Hydro Commercial Manager of Site C, Michael Savidant, stated in an affidavit that Site C will cost \$175 million more if the start of project construction is delayed for one year. We conducted the attached review and found, using BC Hydro's own analysis, that a 2-year delay will save BC ratepayers approximately \$200 million, whether or not Site C ultimately proceeds:

The \$175 million cost of delay estimate contained in the Savidant Affidavit is incomplete and misleading. **It is incomplete because it does not take into account the sale of surplus Site C power at a loss until Site C's full 5,100 GWh are needed. If the construction of Site C is delayed 2 years, significant export losses will be avoided. The Savidant estimate is misleading because it is a cash cost estimate rather than a present value estimate.** Other BC Hydro cost estimates are routinely presented in present value terms to ensure comparability.

BC Hydro's analysis shows that delaying the Site C project for 2 years will result in gross savings estimated at \$317 million. After adjusting for the present value of other costs of delay, **the net savings to BC ratepayers of a 2-year delay will be approximately \$200 million.** A longer delay will very likely generate higher net savings to BC ratepayers. (emphasis added)

The Site C final investment decision ignores critical new information on geothermal energy

In apparent reliance on BC Hydro and Ministry of Energy staff advice, Minister Bennett indicated at the December 2014 technical briefing that geothermal is not a viable option and that identification of the resource can be very expensive and risky. This is directly contradicted by information provided to the BC government ~~by the~~ **by the** Canadian Geothermal Association in November 2014 in its report entitled "Geothermal Energy: The Renewable and Cost Effective

Alternative to Site C". Please refer to the attached backgrounder for more information on geothermal; there appears to be a tacit government moratorium on hot sedimentary aquifer geothermal in Northeast BC.

Contrary to Finance Minister Mike de Jong's statements, Site C is not a green project

Most recently in April 2015, Bloomberg News interviewed Finance Minister Mike de Jong and the Minister indicated Site C is a very large green project:

Finance Minister Mike de Jong said he discussed the possibility of raising money via green bonds for the [Site C] project in meetings last week with fund managers in Boston, New York and Chicago.

"We obviously have a very large green project in Site C and we're asking, 'Is there an opportunity, what would that opportunity look like, and can you advance something along those lines without sacrificing liquidity?'" de Jong said. (emphasis added)

It is very misleading, if not untrue, to suggest that large hydro projects such as Site C are green projects for financing purposes. We contacted Jacob Securities Inc.¹, provided their SVP Research, John McIlveen² with the Bloomberg article and asked Mr. McIlveen whether or not Site C is a green project. In the attached letter dated April 28th, 2015 he stated unequivocally:

Large hydro is not green and does not qualify for green credits. This is due to the large reservoir and dam that damage the environment. (emphasis added)

Conclusion

Clearly, the final investment decision for this \$8.8 billion project contains fundamental flaws. For all of the above reasons, we ask you to act in the best interests of BC ratepayers and delay the start of Site C construction until at least Summer 2017.

In the circumstances, I respectfully request a written response from you by June 5th, 2015.

Sincerely,



Ken Boon
President
Peace Valley Landowner Association

Cc: Carol Bellringer CPA, FCA, Auditor General for British Columbia

¹ Jacob Securities Inc. is an independent full-service investment bank providing underwriting and financial advisory services to companies in the power, infrastructure, technology and energy and mining sectors.

² John McIlveen has 30 years experience in debt markets, private equity and public equity.



City of Richmond

Report to Committee

To: General Purposes Committee

Date: May 12, 2015

From: Andrew Nazareth
General Manager, Finance and Corporate Services

File: 06-2285-30-191/Vol. 1

Re: Disposition of a Statutory Right of Way over a portion of the Eastern Foot of Dyke Road to Greater Vancouver Water District

Staff Recommendations

That:

1. for consideration of \$10, the City grant a permanent statutory right of way to Greater Vancouver Water District over a portion (\pm 323.1 sq. m.) of City owned land legally described as Lot 1 Section 1 Block 4 North Range 4 West NWD Plan 46040 PID 005-990-556; and
2. staff be authorized to take all necessary steps to complete the matter including authorizing the Chief Administrative Officer and the General Manager, Finance and Corporate Services to negotiate and execute all documentation to effect the transaction detailed in the staff report dated May 12, 2015 from the General Manager, Finance and Corporate Services including all contracts and Land Title Office documents.

Andrew Nazareth
General Manager, Finance and Corporate Services
(604-276-4095)

Att. 3

REPORT CONCURRENCE		
ROUTED TO:	CONCURRENCE	CONCURRENCE OF GENERAL MANAGER
Finance	<input checked="" type="checkbox"/>	
Engineering	<input checked="" type="checkbox"/>	
Law	<input checked="" type="checkbox"/>	
Transportation	<input checked="" type="checkbox"/>	
REVIEWED BY DIRECTORS	INITIALS:	APPROVED BY CAO

Staff Report

Origin

Metro Vancouver Property Division, on behalf of Greater Vancouver Water District (“GVWD”), has contacted Real Estate Services staff regarding a portion of the eastern foot of Dyke Road which is currently used as road (the “Property”-- see Attachment 1). Metro Vancouver has a water main located in the Property and has requested that the City grant a statutory right of way (“SRW”) to legally protect Metro Vancouver’s right to have such works in the Property.

The purpose of this report is to obtain Council’s approval for the disposition of a permanent SRW to Greater Vancouver Water District over the Property in the area set out in Attachment 2 and under terms and conditions as described herein (Attachment 3).

Analysis

Metro Vancouver began this request in 2013 when they originally asked the City of Richmond to dedicate the entire parcel to road (given its current use as such) and offered to cover all costs related to survey, documentation, registration etc. Real Estate Services staff investigated the nuances of dedicating the parcel to road and denied the request due to third parties’ existing rights in the Property and the difficulties involved in completing a road dedication given the existing rights which include an easement through the middle of the Property to a private land owner.

As such, Metro Vancouver subsequently requested the City consider a SRW in lieu of the request for a road dedication, again offering to cover the costs of accomplishing the task. The SRW contains provisions which allow GVWD future access for maintenance purposes over the actual area of the water main line as well as 3 meter strips of land on either side of the works.

In order to complete the grant of the SRW to Metro Vancouver, Council’s approval is required. If the grant of the SRW is approved, a notice of intent to dispose of the SRW will be advertised in accordance with the requirements of the *Community Charter*.

Financial Impact

None. Metro Vancouver will cover the costs of the survey, documentation and registration and advertising costs.

Conclusion

City staff recommend the granting of this SRW on the Property and are therefore seeking Council’s approval for this transaction.

May 12, 2015

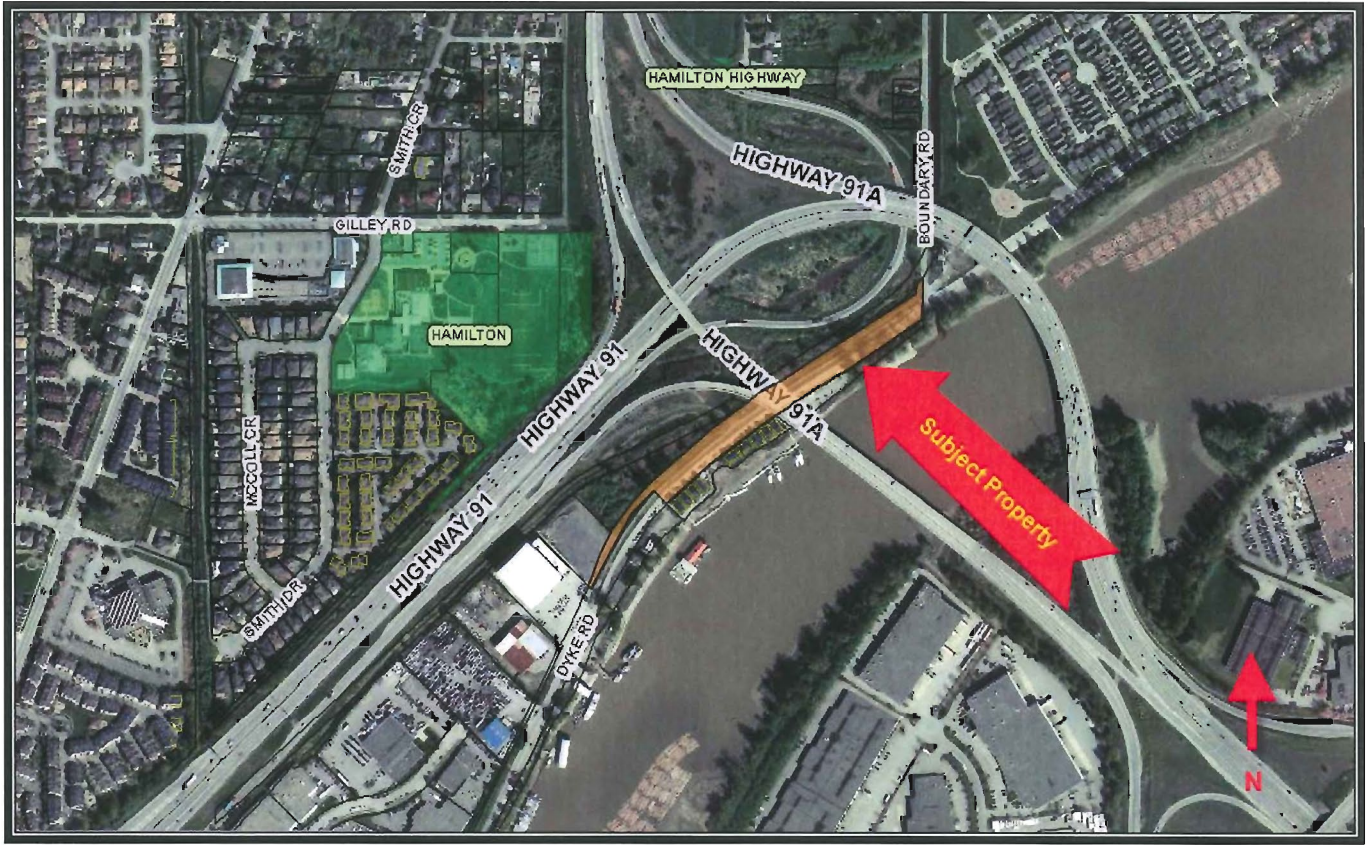
- 3 -



Michael Allen
Manager, Property Services
(604-276-4005)

Att 1: Property Aerial
2: SRW Plan
3: Property and Transaction Summaries

Attachment 1
Property Aerial



GP - 23

Attachment 3
Property and Transaction Summaries

Property Description:

Property Address:	005-990-556: No civic address
P.I.D./Legal Description:	Lot 1 Section 1 Block 4 North Range 4 West NWD Plan 46040
Total Area of Property:	±11,588 sq. m.
2014 Assessed Value (Land Only):	n/a

Transaction Details:

Permanent SRW:

Registered Owner of Charge:	Greater Vancouver Water District
Property Owner:	City of Richmond
Property Interest:	Statutory Right of Way
Use:	Water main Purposes
Location of SRW:	Portion of Dyke Road adjacent to Boundary Road
SRW Area:	± 323.1 sq. m.
Indemnification and Release:	In favour of City
Consideration for SRW:	\$10



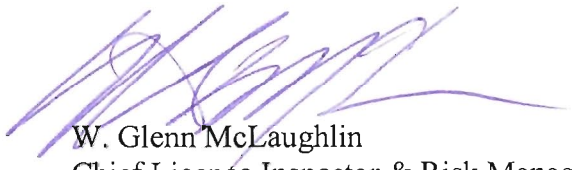
To:	General Purposes Committee	Date:	May 19, 2015
From:	W. Glenn McLaughlin Chief Licence Inspector & Risk Manager	File:	
Re:	Taste Vino Volo Canada Inc., doing business as Vino Volo Located in Room 2320.0 Vancouver International Airport, Arrivals		

Staff Recommendation




That the application by Taste Vino Volo Canada Inc., doing business as Vino Volo, for a Liquor Primary Licence at 3880 Grant McConachie Way (Vancouver International Airport) in order to offer full liquor service be supported and that a letter be sent to the Liquor Control and Licensing Branch advising that:

- 1) Council recommends the issuance of the proposed liquor licence based in part from the lack of any negative community responses and that the operation will not have a significant impact on the community;
- 2) Council's comments on the prescribed criteria (set out in Section 10(3) of the Liquor Control and Licensing Act Regulations) are as follows:
 - a) The location of the establishment is zoned Airport District and since the property is under Federal jurisdiction, the City does not review or comment on business uses for zoning purposes.
 - b) The proximity of the proposed location to other social or recreational and public buildings was considered. There are no public schools or parks within a 50 meter radius of the proposed liquor primary location.
 - c) That a LCLB application for a 50 person capacity operation with liquor service hours of 9:00 a.m. to 2:00 a.m. was considered.
 - d) That the number and market focus or clientele of liquor primary licence establishments within a reasonable distance of the proposed location was considered.
 - e) The potential for additional noise in the area if the application is approved was considered.

- 3) As the operation of the establishment as a liquor licensed establishment might affect nearby residents the City gathered the view of the residents as follows:
- a) A letter was sent to the Vice President of Community & Environmental Affairs at YVR requesting that a letter of notice of a new liquor primary licence establishment be circulated to other business operations at YVR.
 - b) Signage was also posted at the subject property and three public notices were published in a local newspaper. This signage and notice provided information on the application and instruction on how community comments or concerns could be submitted.
- 4) Council's comments and recommendations respecting the views of the resident's are as follows:
- a) There were no responses to all the public notifications and based on the lack of any responses received from the community, Council considers that the application is acceptable to the majority of the community, residents and businesses in the nearby area.



W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
(604-276-4136)

REPORT CONCURRENCE	
CONCURRENCE OF GENERAL MANAGER 	
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 
APPROVED BY CAO 	

Staff Report

Origin

The Provincial Liquor Control and Licensing Branch (LCLB) issues licences in accordance with the *Liquor Control and Licensing Act* (the “Act”) and the Regulations made pursuant to the Act.

Local Government is given opportunity to provide comments and recommendations to the LCLB with respect to liquor licence applications and amendments. For new Liquor Primary Licences’, the process requires that local government in providing comment with respect to the licence application take into account the following criteria:

- the location of the establishment
- the proximity of the establishment to other social or recreational facilities and public buildings
- the person capacity and hours of liquor service of the establishment
- the number and market focus or clientele of liquor primary licence establishments within a reasonable distance of the proposed location
- impact of noise on the community and;
- the impact on the community if the application is approved.

If the operation of the establishment as a licenced establishment may affect nearby residents the local government must gather the views of residents.

This report deals with an application submitted to LCLB and to the City of Richmond by Taste Vino Volo Canada Inc., doing business as Vino Volo (the Applicant) to replace their existing Food Primary Liquor Licence with a Liquor Primary licence.

Analysis

The Applicant has been operating two Vino Volo locations at the Vancouver Airport since 2012. One location operates as a restaurant with a food primary liquor licence and the other location is a 50 seat liquor primary lounge. The Applicant is applying to change the restaurant location into a 50 seat liquor primary premise in order to offer a welcoming, social environment where guests are invited to enjoy a variety of beverages and menu items with a focus on wines.

Location of establishment

The proposed establishment will operate in the Arrivals area of the Vancouver International Airport. This establishment will be situated pre-security and will be accessible by both arriving and departing travelers.

Proximity to other social or recreational and public buildings

There are no public schools or parks within a 50 meter radius of the property.

Person capacity and hours of liquor service

The Applicant has applied to operate from 9:00 a.m. to 2:00 a.m. Monday to Sunday. As the property is under the jurisdiction of the Federal government no City review or approval was given for the 50 person occupant load indicated by the Applicant.

The number and market focus or clientele of liquor primary licence establishments within a reasonable distance of the proposed location

City licence records indicate that there are 11 establishments operating throughout the Airport that have a Liquor Primary licence and the majority of clientele for these establishments would be the travelling public.

The impact of noise on the Community

It is not expected that the operation will cause any additional noise in the area.

Impact on the Community

To satisfy LCLB requirements, the City's review process requires that the public be notified of the liquor licence application and be given an opportunity to express any concerns related to the proposal.

The City's process for reviewing applications for liquor related licences is prescribed by the Development Application Fees Bylaw 8951 which under Section 1.8.1 calls for:

1.8.1 Every **applicant** seeking approval from the **City** in connection with:

- (a) a licence to serve liquor under the *Liquor Control and Licensing Act and Regulations*;
must proceed in accordance with subsection 1.8.2.

1.8.2 Pursuant to an application under subsection 1.8.1, every **applicant** must:

- (b) post and maintain on the subject property a clearly visible sign which indicates:
 - (i) type of licence or amendment application;
 - (ii) proposed person capacity;
 - (iii) type of entertainment (if application is for patron participation entertainment); and
 - (iv) proposed hours of liquor service; and
- (c) publish a notice in at least three consecutive editions of a newspaper that is distributed at least weekly in the area affected by the application, providing the same information required in subsection 1.8.2(b) above.

In addition to the advertised public notice requirements set out in Section 1.8.1, staff have adapted from a prior bylaw requirement the process of the City sending letters to businesses, residents and property owners within a 50-metre radius of the establishment. The letter provides details of the proposed liquor licence application and requests the public to communicate any concerns to the City.

The following is a summary of the public notifications:

- Date Sign Posted - April 15, 2015
- Newspaper Publications – April 16, April 23, April 30, 2015
- Letter to Vancouver International Airport, Vice-President Community and Environmental Affairs for distribution to businesses operating within the Airport – April 8, 2105

The period for comment for all public notifications' ended May 17, 2015

The City relies, in part, on the response from the community to any negative impacts of the liquor licence application. Having received no responses from businesses in the surrounding area and none from the city-wide public notifications, staff feels that support of this application is warranted due to the lack of negative public feedback.

Other Agency Comments

As part of the review process, staff requested comments from Vancouver Coastal Health, Richmond RCMP, Richmond Fire-Rescue and the City's Building Permit and Business Licence Departments.

No objections were received.

Financial Impact

If approved a Business Licence re-classification and licence fee re-assessment will be required.

Conclusion

Following the public consultation period, staff reviewed the Liquor Primary Licence application against the legislated review criteria and recommends Council support the application for a 50 person capacity liquor primary facility with operating hours of 9:00 a.m. to 2:00 a.m. as the business is not expected to have a negative impact on the community.


Joanne Hikida
Supervisor Business Licence
(604-276-4155)



City of Richmond

Report to Committee

To: General Purposes Committee
From: W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
Re: **Business Licence Bylaw No. 7360**
Amendment Bylaw 9255




Date: May 14, 2015
File: 12-8275-02/2015-Vol
01

Staff Recommendation

That Business Licence Bylaw No. 7360, Amendment Bylaw No. 9255, which increases the maximum number of Class A Taxicabs to 109 and Class N Taxicabs to 43, be introduced and given first, second and third readings.

W. Glenn McLaughlin
Chief Licence Inspector & Risk Manager
(604-276-4136)

Att.

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

Staff Report

Origin

The City of Richmond establishes the maximum number of taxicab vehicles licensed in the City through Business Licence Bylaw No. 7360 and locally regulates them under the Vehicle for Hire Regulation Bylaw No. 6900.

This report deals with an application submitted to the Passenger Transportation Board (PTB) by Kimber Cabs Ltd. to approve 4 new additional vehicles to their fleet operations comprised of 2 conventional taxis and 2 accessible taxis. In May of 2015 the PTB made the following decision on the application;

“4 additional vehicles (2 conventional taxis and 2 accessible taxis) are approved”

In light of the decision made by the PTB and at the request of the Kimber Cabs Ltd., staff are bringing forward a proposed Amendment Bylaw No. 9255 (Bylaw 9255) to increase the number of taxicabs permitted under Business Licence Bylaw No. 7360, which will allow the additional vehicles to be licenced by the City of Richmond.

Analysis

Taxicabs are also 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.

In November of 2014 Kimber Cabs Ltd. submitted an application to the PTB for an additional 4 taxicab vehicles - 2 conventional taxis and 2 wheelchair accessible taxis. In their review of the application the PTB takes into consideration, among other criteria, the background of the applicant, the reasoning and statistics provided regarding the increase, and submissions from other parties who wish to speak to the application.

Notwithstanding the inclusion of a Municipal Notice with the PTB submission, the City did not receive Municipal Notice from the applicant until following the PTB decision. (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 Kimber Cabs, staff have no objection to granting the approved additional licenses

Kimber Cabs had been advised by staff that i) the City was concerned about the lack of prior notice and ii) that assurance be made by Kimber that in future the City would be notified in advance as per established procedures.

Kimber Cabs is predominantly a wheelchair accessible taxi (WAT) company with 18 units currently in service. The addition of 2 new WAT units should enhance service to this sector of the community and with receipt of their first conventional cabs to serve regular passengers, could in turn free up their remaining WAT's for passengers with disabilities.

In their decision, the PTB notes that based on all of the information submitted and reviewed that if approved, the increase “would promote sound economic conditions in the passenger transportation business in British Columbia.” The full decision is attached to this report (Attachment 2).

Pursuant to Council Policy 9311, prior to the adoption of Bylaw 9255, the proposed amendment will be published in a local newspaper for two consecutive publications to give persons and businesses who may consider themselves affected by the amendment an opportunity to submit any comments to the City.

Financial Impact

The Business Licence Fee for Kimber Cabs will be reassessed to accommodate the additional 4 Vehicles for Hire.

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 2 vehicles and Class N taxicabs by 2 vehicles, consistent with the PTB decision.



Joanne Hikida
Supervisor, Business Licence
604-246-4155

JMH:jmh

Att. 1: Applicant email with Municipal Notice
2: PTB Licence Application Decision

From: Kimber Cab [kimbercabsltd@yahoo.com]
Sent: Thursday, 14 May 2015 02:05 PM
To: McLaughlin, Glenn
Cc: Hikida, Joanne; Duarte, Victor
Subject: Re: PTB APPROVED KIMBER 4 LICENCES
Attachments: MUNICIPAL NOTICE TAXI APP.pdf

Hi Glen,

Please accept my humble apology for not having informed city of Richmond before applying additional licenses for Kimber cabs. I was not assured on the procedure. Please find attached herewith the "Municipal Notice" for your reference. If you need any further information please let me know.

Thank you for your consideration and updating the procedure for taxi licenses

Regards,

Paramjit

KIMBER CABS LTD.

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

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

From: "McLaughlin, Glenn" <GMcLaughlin@richmond.ca>
To: "kimbercabsltd@yahoo.com" <kimbercabsltd@yahoo.com>
Cc: "Hikida, Joanne" <JHikida@richmond.ca>; "Duarte, Victor" <VDuarte@richmond.ca>
Sent: Thursday, May 14, 2015 10:35 AM
Subject: FW: PTB APPROVED KIMBER 4 LICENCES

Paramjit

We were not aware that Kimber had applied to the PTB for additional licenses and request you respond with the "Municipal Notice" referred to in your PTB submission.

Glenn McLaughlin
Chief Licence Inspector / Risk Manager
City of Richmond
6911 No. 3 road
Richmond BC V6Y 2C1
604-276-4136

From: Duarte, Victor
Sent: Wednesday, 06 May 2015 08:22 AM
To: Hikida, Joanne; McLaughlin, Glenn
Subject: FW: PTB APPROVED KIMBER 4 LICENCES

Kimber has been approved for 4 new vehicles – 2 class A and 2 Class N

From: Kimber Cab [<mailto:kimbercabsltd@yahoo.com>]
Sent: Tuesday, 05 May 2015 19:05
To: Duarte, Victor
Cc: Peter Stamm
Subject: RE: PTB APPROVED KIMBER 4 LICENCES

Hi Victor,

Kimber cabs had applied for additional licences, and which were in the best interest of the City of Richmond for the PTB to increase Kimber's existing fleet by four taxicabs in order to alleviate the unmet demand for additional taxi services within the local community. The additional taxicabs will be made available to serve the disabled community, Kimber's customer accounts, hotels, and the general population of the City of Richmond.

More specifically, the benefits of increasing Kimber's fleet include:

- * Increased availability of wheelchair accessible vehicles to those with disabilities, as Kimber's fleet will include two additional wheelchair accessible vehicles;
- * Two sedans could be allocated to service non-disabled clients;
- * Decreased wait times for taxicabs at local hotels and in the City of Richmond and Kimber clients.
- * Assisting Kimber in meeting its existing customer obligations.

Please find attached herewith the approval of Kimber's application form PTB. The same decision is going to publish in the weekly bulletin of ptb tomorrow May 6, 2015 Thankyou for your update on the procedure of City of Richmond to handle these additional approved licences.

If you need any further information please let me know.

Regards,

Paramjit

KIMBER CABS LTD.

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

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

MAY 24 2015

RECEIVED

Municipal Notice | Taxi Applications PT Board Form 4

About this Form:

The form has 2 pages. It must be completed by:

- ✓ Licensees applying to operate taxis in a new municipality (see **Part 1**)
- ✓ Licensees applying to add more taxis to their fleet (see **Part 1**)
- ✓ New applicants applying to start a taxi service (see **Part 2**)

Applicants must:

- (a) send completed forms to each municipality where they are licensed or seek a licence to pick up passengers, and
- (b) include copies of completed forms in their application package.

Note: The Passenger Transportation Board sends applicants a copy of any negative comments it receives from a municipality. Applicants have an opportunity to comment.

NOTICE

To: Chief Administrative Officer

City of Richmond
Name of Municipality

Nov 20, 2014
Date

Please be advised that the Licensee or New Applicant listed on page 2 of this Notice is applying to the Passenger Transportation Board to provide taxi service in your municipality.

A municipality may send comments about this application or taxi services in general to the Passenger Transportation Board by:

Fax: (250) 953-3788
E-mail: ptboard@gov.bc.ca
Mail: PO Box 9850 STN PROV GOVT
Victoria British Columbia V8W 9T5

We recommend that municipalities comment **within 30 days** of receipt of this notice. This should ensure that comments are received on time.

After an applicant sends its municipal notices and submits its application, the Board publishes the application in the Board's "Weekly Bulletin." Bulletins are published on Wednesdays. They may be viewed online at: <http://www.th.gov.bc.ca/ptb/bulletins.htm>. The Board will consider any comments received up until 15 days after publication in the "Weekly Bulletin".

To confirm whether the comment period is still open, municipal representatives can call the Board office at 250-953-3777 or email ptboard@gov.bc.ca.

Part 1: To be completed by PT Licensees

Licensee	
Legal Name:	<u>Kimber Cals Ltd.</u>
Trade Name:	<u>Kimber</u>
PT Licence Number:	<u>70458</u>

Operating Area (check one)	
<input checked="" type="checkbox"/> I operate in this municipality	<u>Richmond</u>
<input checked="" type="checkbox"/> I am applying to operate in this municipality	<u>Richmond</u>
My total originating area is:	<u>The city of Richmond</u>

Fleet Size (Taxis only)	
What is the maximum number of taxis you can operate in this municipality now?	<u>18</u>
How many accessible taxis do you operate in this municipality now?	<u>18</u>
How many taxis do you want to operate in this municipality?	<u>22</u>
How many taxis will be accessible taxis?	<u>20</u>

Part 2: To be completed by new applicants

Applicant	
Legal Name:	<u>Kimber Cals Ltd</u>
Trade Name:	<u>Kimber</u>

Fleet Size Requested	
Number of Conventional Taxis:	<u>2</u>
Number of Accessible Taxis:	<u>2</u>

Operating Area	
The originating area I'm applying for is: (please list all municipalities and areas)	
<u>Richmond</u>	



May 1, 2015

Brendan R. Burns, Miller Thomson LLP
Counsel for Kimber Cabs Ltd.
Robson Court, Suite 1000 - 840 Howe Street
Vancouver BC V6Z 2M1

By Email: bburns@millerthomson.com

Dear Brendan Burns:

Re: Decision on Passenger Transportation Licence Application AV19-15

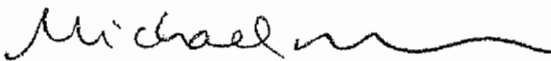
The Passenger Transportation Board has made a decision on your client's licence application for Kimber Cabs Ltd.

The Board has approved the application in whole. Attached is the Board's decision. Please read it carefully. The decision sets out the terms and conditions of licence. These must be followed when operating the 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.

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,


Michael McGee
A/Director

pc: Kristin Vanderkuip, Registrar, Passenger Transportation Branch

Attachments

Licence Application Decision

Taxi – Additional Vehicles

Application #	AV19-15	Applicant	Kimber Cabs Ltd.
Trade Name (s)	Kimber Cabs		
Principals	BHATTI, Surinder LALLY, Harjit STAMM, Peter	DHALIWAL, Amrit Raj Bhupinder Singh SUMAL, Michael	
Address	248 – 2633 Viking Way, Richmond BC V6V 3B6		
Applicant's Representative	Brendan R. Burns, Miller Thomson LLP		
Current Licence	70458		
Application Summary	Additional Vehicles - Taxi Add 4 vehicles (of which 2 may be conventional taxis, all others must be accessible taxis). This will increase the maximum fleet size to 22 vehicles (of which 20 may be conventional vehicles, all others must be accessible taxis).		
Date Published in Weekly Bulletin	February 25, 2015		
Submitters (and representatives)	Yellow Cab Co. Ltd.; Black Top Cabs Ltd.; MacLures Cabs (1984) Ltd.; Vancouver Taxi Ltd. (Representative: Peter Gall; Gall, Legge, Grant & Munroe LLP)		
Board Decision	4 additional vehicles (2 conventional taxis and 2 accessible taxis) are approved.		
Decision Date	May 1, 2015		
Panel Chair	Spencer Mikituk		

I. Introduction

This is an application from Kimber Cabs Ltd. dba Kimber Cabs (Kimber). The applicant is applying for 4 additional vehicles, 2 conventional taxis, and 2 wheelchair accessible vans (WATs). Kimber currently holds a passenger transportation licence, #70458, with a Special Authorization: Passenger Directed Vehicles. Kimber is permitted to operate a fleet of 18 vehicles, all must be WATs. Six of the WATs may be equipped with flip seats. Kimber's originating service area 1 is the City of Richmond and the destination area is any point in British Columbia and beyond the British Columbia/United States border when engaged in an extra-provincial undertaking. Kimber is also authorized under service area 2 to operate

3 vehicles in the Vancouver Entertainment District originating area on Friday/Saturday and Saturday/Sunday from 22:00 to 05:00. The destination area is any point in British Columbia. Kimber is located in Richmond, British Columbia.

II. Background

Kimber has established itself as a WAT service provider in the Richmond, British Columbia service area. Past applications and decisions included the following:

- 1347-04, expedited, approved
- AV1358-04, addition of 4 vehicles, approved, published September 29, 2004
- AV704-07, addition of 10 vehicles, refused, published August 29, 2007
- AV1139-08, addition of 9 vehicles, refused, published February 4, 2009
- 04-11, addition of flip seats, refused, published April 13, 2011
- 07-14, addition of flip seats, approved in part, published April 9, 2014

Information received with this application:

- PDV vehicle proposal
- Disclosure of unlawful activity and bankruptcy
- Disclosure of passenger transportation ownership
- Business plan
- Financial information
- Public need indicators
- Municipal notice
- Accessible service plan

On April 8, 2015, the Board sent Kimber a letter requesting further information. The results of this inquiry will be outlined in my decision.

III. 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.

IV. Rationale and Submissions

(a) Applicant's Rationale

Kimber states that it is in the best interest of the City of Richmond to increase Kimber's existing fleet by four taxicabs in order to alleviate the unmet demand for additional taxi services within the local community. The additional taxicabs will be made available to serve the disabled community, Kimber's customer accounts, hotels, and the general population of the City of Richmond. More specifically, the benefits of increasing Kimber's fleet include:

- Increased availability of wheelchair accessible vehicles to those with disabilities, as Kimber's fleet will include two additional accessible vehicles;
- Increased availability of wheelchair accessible vehicles to those with disabilities as Kimber's two proposed sedans would be allocated to service non-disabled clients;
- Decreased wait times for taxis at local hotels and in the City of Richmond;
- Assisting Kimber in meeting existing customer obligations; and
- Contributing to Tourism Richmond's goal of increasing the number of accessible vehicles available to visitors with disabilities.

(b) Submissions & Applicant's Response

Submissions were received from:

- Yellow Cab Co. Ltd.; Black Top Cabs Ltd.; MacLure's Cabs (1984) Ltd.; Vancouver Taxi Ltd. (collectively, the "Vancouver Taxi Companies")

The submission noted areas of concern noted below.

Kimber's proposed service would compete with other taxi companies in their home jurisdiction (Richmond) and the 15 other taxi companies with licences to operate at the Vancouver International Airport (YVR).

If the Board's findings in the October 2, 2012 Omnibus Decision on Licence Application Decisions on Peak Period Taxi Service in the City of Vancouver (the "Omnibus Decision") remain valid, the four additional vehicles for which Kimber is applying would not assist in meeting public need, and, in fact, will interfere with the ability of current licensees to meet the demand that exists. Alternatively, if the Board approves the application, such approval must be an implicit finding that Kimber no longer has the excess capacity that the Board found in the Omnibus Decision. Accordingly, if the application is approved the Board should at that time remove the authorization that it granted to Kimber in the Omnibus Decision.

The applicant responded to the submission as follows:

The additional vehicles will not be in direct competition with other taxi companies operating at the YVR as it is unlikely that the airport will be expanding the fleet currently authorized to operate at the YVR. Statistics the PTB relied on in approving Kimber's application to operate in the Downtown Vancouver Entertainment District were based on data from May 2011 to November 2011. Any conclusions as to Kimber's current operating capacity or the level of unmet need, based on this information, must be made with this in mind.

Kimber acknowledges that a significant portion of its fleet operates at YVR, and that Kimber's status as a predominately YVR operating company contributes to an excess capacity between the hours of 22:00 to 05:00. Excess capacity during this period of time is standard among taxi companies based primary at YVR and should not result in the PTB removing authorization it granted to Kimber in the Omnibus Decision. Kimber's operation of three of its vehicles in the Downtown Vancouver Entertainment District during peak hours on Friday night, Saturday night, and Sunday morning will not result in an unmet need for Kimber's services.

The Board gives more weight to submissions that back up general claims with facts or details. I have considered the submissions and the responses in my review of this application.

V. 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.

The applicant has provided the following evidence to show public need for additional vehicles:

- spreadsheet summaries of trip volumes, vehicles on shift, and wait time data;
- user support statements;
- customer account information; and
- City of Richmond population statistics.

Spreadsheet summaries of trip volumes, vehicles on shift, and wait time operational statistics were reported using a Piccolo dispatch system. Statistical data covered the Kimber fleet of 18 WATs for 20 months from August 2013 to March 2015.

Trip volume statistics appear to change from season to season. Comparing monthly averages for total trips from January through March (2014 and 2015) and August through December (2013 and 2014), the average year-over-year increase is about 12%. Kimber has also provided monthly volumes for airport trips, regular flag trips, and dispatched trips. The first two of these trip types are growing in volume. However, monthly flag trips are small relative to all types of trips, and dispatched trips are very small. Growth for each type of trip is highest for flag trips in percentage terms (38%) and many times higher than YVR trips (7%). In terms of numbers of additional trips, growth is highest for YVR trips. Dispatched trips declined 14%.

The vehicles on shift statistics indicate that the fleet is operating near full capacity for most months. This appears consistent with a taxi operation that is well used. Kimber states that this data supports an unmet need for four additional taxicabs because it is operating almost

all of its vehicles and wait times are increasing (discussed below). The applicant attributes this to a shortage of taxicabs rather than inefficient use of its current taxi resources.

To improve responsiveness to the transportation needs of its clients, Kimber set a performance target in August 2013 to reduce wait times to 15 minutes for every dispatch trip received. The wait time statistics show the average wait time has increased from 22.9 minutes in 2013 to 26.2 minutes in 2015. Again, Kimber states that the addition of four taxicabs to Kimber's fleet will assist Kimber in reaching its performance target by providing the resources necessary to quickly and efficiently respond to calls requesting taxi service originating within the City of Richmond.

Kimber has provided substantive evidence that their overall taxi fleet trip volumes have increased. Kimber has shown that on average, the amount of vehicles on shift is at a high percentage. It also has shown that wait times appear to be high for the City of Richmond area and have an effect on people who rely on wheelchair accessible services. I accept the operational statistics supplied by the applicant as showing that a need exists.

Forty eight user support statements were received; one of the user support statements was general in nature. The other 47 user support statements were from local business owners or members of the public who regularly use taxi services in the City of Richmond. The concern expressed by these individuals and organizations are similar and generally relate to:

- the need for a sedan service to accommodate single passengers or those who cannot step into accessible vans;
- unacceptable long wait times due to a lack of fully accessible taxicabs.

Service contract information was submitted by Kimber. The applicant states that this shows a high level of demand being placed on its existing fleet.

Population statistics show that the City of Richmond is one of the largest and fastest growing cities in British Columbia.

These other public need support materials supplied by Kimber, while not as persuasive, provides corroboration that Kimber is not able to manage the trip volume increases with its existing fleet and that there is a public need for additional supply.

The applicant has provided significant factual information and verifiable evidence to indicate that market demand is not currently being met and that a public need exists for the proposed numbers and types of vehicles.

The applicant has satisfied me that there is a public need for its proposed 2 accessible taxis and 2 conventional taxis. Approving these vehicles will expand the applicant's capacity to meet the needs of both non-disabled clients and those who require a wheelchair accessible taxi.

(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?

Kimber is a 100% wheelchair accessible taxi company incorporated under the British Columbia Company Act on August 24, 1989. Kimber started operations in 1992 and has grown to a taxi company which operates 18 vehicles. There are currently 22 shareholders of the company.

Kimber has a pool of over 50 drivers and all of Kimber's drivers are trained to operate wheelchair accessible vehicles by the Justice Institute of British Columbia (JIBC). The JIBC's TaxiHost Pro program has a course that includes training for serving people with disabilities. On completion of the TaxiHost Pro training, drivers receive a "Certificate of Successful Completion". In addition to the JIBC training, Kimber drivers receive four hours of training from Kimber before receiving their driver ID. Of the four additional hours of training, one hour is spent in-house reviewing standardized instructions for customer service and proper vehicle operation. The other three hours of training occur "on the road." This includes proper vehicle operation, safety procedures, and training related to safely securing passengers with mobility aids and wheelchairs. Kimber has submitted their Accessible Service Plan which was reviewed and found to be acceptable to the Board.

Since its last application, Kimber has implemented the following changes to its business:

- installed a computerized dispatch service, which although still high, has resulted in a significant reduction in wait times;

-
- installed GPS in all its taxicabs;
 - all of Kimber's directors, other than one, have been replaced;
 - hiring of a new operations and office manager who has a bachelor's degree in commerce and over 10 years of experience in the taxi industry;
 - Kimber has changed locations to a larger facility which can facilitate a larger fleet.

Kimber's National Safety Code certificate is in good standing.

The disclosure forms of Unlawful Activity and Bankruptcy and Passenger Transportation Ownership indicated no discrepancies. There has not been any information brought to my attention to prove that the applicant is not fit and proper.

I note that the file from the Passenger Transportation Branch contained information regarding one complaint. This matter was closed by the Branch and no administrative penalties were imposed.

Financial information included the following unaudited financial statements: balance sheet and statement of income and expenses for Kimber's 2012 and 2013 fiscal years and details regarding income and expenses for 2014. This information indicates that Kimber has been viable and stable over this period of time. Kimber has also supplied 3 year of cash flow projections for a fleet expanded by 4 vehicles that includes revenue and underlying assumptions. The additional revenue generated is shown to provide a strong financial base to absorb the initial startup cost of 4 vehicles if approved. Kimber has shown that they have adequate cash and other resources on hand to effectively manage the additional vehicles without having to make significant changes in their current structure of assets and liabilities.

The applicant has previously been deemed fit, proper and capable in order to obtain and maintain its licence. If this application were approved, the applicant states that there will be no change as to who is in care and control of the operation or vehicles. Kimber has its infrastructure in place and is an established taxi operator with a history of running a viable taxi service. Kimber appears to have the resources and skills to manage the proposed expansion of its fleet.

I find the applicant to be a fit and proper person with the skills and resources to be capable of managing and providing the 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 Vancouver Taxi Companies submit that approval of this application would be in direct competition with the other taxi companies operating in the City of Richmond and YVR. They also request the Board, if this application is approved, remove Service 2 that it granted to Kimber in the Omnibus Decision as Kimber no longer has excess capacity. Here, Kimber has provided evidence of need for full-time taxis in Richmond and YVR. With the Omnibus decision, Kimber was approved to operate part-time taxis in part of downtown Vancouver at limited times when YVR taxi volumes are light.

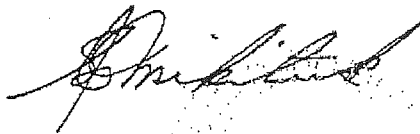
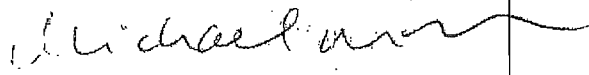
I also note that a need for more taxis has been demonstrated and I am satisfied that the growing City of Richmond/YVR marketplace can absorb these additional vehicles.

As a result, I find that the application, if granted, would promote sound economic conditions in the passenger transportation business in British Columbia.

VI. Conclusion

For the reasons above, this application is approved in whole.

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	May 1, 2015
Entered & Sealed by the A/Director	

A/Director

Licence Required to Operate Vehicles	The Registrar of Passenger Transportation must issue the applicant a licence before the applicant can operate any vehicles approved in this decision.
Approval of application may expire	<ol style="list-style-type: none"> 1. The applicant must activate at least 50% of the vehicles within 6 months of the date of this decision. 2. If the applicant does not meet the requirements set out in 1 above, this Special Authorization expires. 3. The Passenger Transportation Board may vary the requirements set out in 1 above, if circumstances warrant it. 4. If an applicant needs more time to activate its vehicles, then the applicant must make a request to the Board before the end of the 6 month activation period. <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>
Notice to Registrar	<p>The Registrar must not, without direction from the Board, issue the applicant a licence or any Special Authorization Vehicle Identifiers if the applicant has not activated at least 50% of the vehicles within 6 months 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>
Special Authorization	Passenger Directed Vehicle (PDV)
Terms & Conditions:	
Vehicles:	
Maximum Fleet Size:	<p>22 vehicles of which:</p> <ul style="list-style-type: none"> • 2 may be conventional taxis • all others must be accessible taxis • only 6 may be equipped with flip seats
Specialty Vehicles:	All vehicles must be operated as an <i>accessible taxi</i> 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.
Vehicle Capacity:	A driver and not less than 2 and not more than 7 passengers.

Flip Seat Authorization:	Passengers may be seated in moveable "flip seats" or "let down seats" that are installed behind the driver in accordance with Division 10.07(5) of the Motor Vehicle Act Regulations.
Service 1:	<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.
Service 2:	<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.
Maximum number Vehicles	A maximum of 3 vehicles may operate under this Service
Maximum Operating Requirement:	Vehicles may only operate in the Downtown Vancouver 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:	<p>(i) Vehicles must be equipped with a meter that calculates fares on a time and distance basis.</p> <p>(ii) Vehicles may be equipped with a top light.</p> <p>(iii) Vehicles may, from within the originating area only, pick up passengers who hail or flag the motor vehicle from the street.</p>
Taxi Cameras:	A digital taxi camera that meets board specifications must be installed and operated in each of the licence holder's vehicles in accordance with applicable rules and orders of the Passenger Transportation Board.
Taxi Bill of Rights:	<p>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.</p> <p>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.</p> <p>c) Licensees may only display a current Taxi Bill of Rights.</p>
Taxi Identification Code:	On or before June 16, 2014, 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:	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.





Business Licence Bylaw 7360, Amendment Bylaw 9255

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 (b) and substituting the following;

 (a) for use as Class A taxicabs is 109; and
 (b) for use as Class N taxicabs is 43.
2. This Bylaw is cited as **“Business Licence Bylaw 7360, Amendment Bylaw 9255”**.

FIRST READING

SECOND READING

THIRD READING

ADOPTED

MAYOR

CORPORATE OFFICER





To: General Purposes Committee **Date:** May 25, 2015
From: Amarjeet S. Rattan **File:** 03-1087-34-01/2015-
Director, Intergovernmental Relations & Protocol Vol 01
Re: **Canada 150 Community Infrastructure Fund Submission**

Staff Recommendation

1. That the following projects be approved for submission to Western Economic Diversification for total funding consideration of up to \$4,181,210 under the Canada 150 Community Infrastructure Fund:

Projects Requesting Over \$250,000 each




- a. South Arm Fitness Centre Upgrade
- b. Phoenix Net Loft Restoration Upgrade, Steveston Waterfront
- c. LED Lighting Energy Efficient Upgrade, Richmond Olympic Oval
- d. #1220 Steveston Interurban Tram Car Restoration
- e. Cambie Community Centre Upgrade
- f. Britannia Heritage Shipyards Seine Net Loft Deck Upgrade
- g. Gateway Theatre Upgrade

Projects Requesting Under \$250,000 each

- a. Track Zone Synthetic Floor Improvements, Richmond Olympic Oval
- b. Minoru Grandstands
- c. Steveston Community Centre
- d. Steveston Community Pool
- e. Richmond Public Library Digital Services Launchpad
- f. Railway Greenway Upgrade
- g. Garrett Wellness Centre
- h. Accessibility, Richmond Olympic Oval
- i. Event Lighting and Sound Upgrades, Richmond Olympic Oval

2. That the City of Richmond provide letters of support to the following community project submissions initiated from community organizations:
- a. ANAF Maples Residence
 - b. Steveston Town Square- Steveston Historical Society Japanese Garden
3. That the Chief Administrative Officer and the General Manager of Engineering and Public Works, be authorized to enter into funding agreements with the Government of Canada for the above mentioned projects which are approved for funding.

Amarjeet S. Rattan
Director, Intergovernmental Relations and Protocol Unit
(604-247-4686)

REPORT CONCURRENCE		
ROUTED TO: Arts, Culture and Heritage Services Engineering Finance Parks Services Recreation and Sport Services Richmond Olympic Oval	CONCURRENCE <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	CONCURRENCE OF GENERAL MANAGER  <hr/>
REVIEWED BY STAFF REPORT / AGENDA REVIEW SUBCOMMITTEE	INITIALS: 	APPROVED BY CAO  <hr/>

Staff Report

Origin

On May 19, 2015, The Honourable Michelle Rempel, Minister of State (Western Economic Diversification), announced an intake of applications for Western Canada for \$46 million for the Canada 150 Community Infrastructure Fund. The deadline for applications is June 17, 2015.

Based on the funding criteria, staff have identified up to sixteen projects for submission and are requesting Council's approval to submit applications to Western Economic Diversification for their consideration. Due to the timing of the Canada 150 Community Infrastructure Fund application process, some of the projects identified may be scheduled to be reviewed by Council in the 2016 Capital Program. The process for Council review for individual projects will still proceed as scheduled in 2016.

City submissions to Western Economic Diversification will also be shared with Richmond's MPs, MLAs and other key Federal Government staff. Letters of support from elected officials and stakeholder groups will be requested.

Findings of Fact

The Canada 150 Community Infrastructure Program is part of Canada 150 Celebrates, the Government of Canada's celebration of our country's 150th anniversary. Through this program, the Government of Canada will invest in projects that celebrate shared heritage, create jobs, and improve the quality of life for Canadians. The objective of this program is to ensure a lasting legacy resulting from Canada 150, in Western Canada (Manitoba, Saskatchewan, Alberta, British Columbia). Strong preference will be given to projects that are undertaking meaningful upgrades to existing cultural and community facilities that will provide long-term benefits to a community, will be viewed with pride by a community, and are recognized as a lasting legacy from Canada 150.

Community infrastructure upgrades that can be funded includes: community centres (including legions), cultural centres and museums, parks, recreational trails such as fitness trails, bike paths and other types of trails, libraries, recreational facilities including local arenas, gymnasias, swimming pools, sports fields, tennis, basketball, volleyball or other sport-specific courts or other types of recreational facilities, tourism facilities, docks, cenotaphs and other existing community infrastructure for public benefit. New construction is not eligible.

In Western Canada, preference will be given to projects that meet the following criteria:

- Projects that will rehabilitate existing cultural and community facilities that will leave a meaningful lasting legacy resulting from Canada 150;
- Projects where the funding from sources other than the Canada 150 Community Infrastructure Program is confirmed or intended. Funding will only be considered confirmed or intended if written proof is provided; and,

- The applicant has strongly demonstrated an ability/capacity to complete the project by the spring of 2018.

Analysis

Richmond has numerous upgrade projects currently in the planning stages. The application guide funding criteria for the Canada 150 Community Infrastructure Program is included for reference (Attachment 1).

According to Government of Canada guidelines, the City of Richmond must be the applicant for all submissions where the City owns the land. If there is proof of a long term lease with a community partner, then the City can have a co applicant for the funding.

Through staff consultation across City departments, the following projects have been identified for submission:

Project Requests Over \$250,000	Estimated Eligible Project Cost	Additional Partner Funding	Canada 150 Request
South Arm Fitness Centre Upgrade*	\$1,893,000	\$600,000 South Arm Community Association	\$500,000
Phoenix Net Loft Restoration Upgrade, Steveston Waterfront*	\$1,500,000		\$500,000
LED Lighting Energy Efficient Upgrade Richmond Olympic Oval	\$500,000	\$250,000 Richmond Olympic Oval	\$250,000
#1220 Steveston Interurban Tram Car Restoration*	\$675,420		\$337,710
Cambie Community Centre Upgrade*	\$875,000		\$437,000
Britannia Heritage Shipyards Seine Net Loft Deck Upgrade*	\$815,000		\$407,500
Gateway Theatre Upgrade*	\$725,000		\$365,500
Totals			\$2,797,710

Project Requests Under \$250,000	Estimated Eligible Project Cost	Additional Partner Funding	Canada 150 Request
Track Zone Synthetic Floor Improvements Richmond Olympic Oval	\$292,000	\$146,000 Richmond Olympic Oval	\$146,000
Minoru Grandstands*	\$380,000		\$190,000
Steveston Community Centre*	\$610,000		\$305,000
Steveston Community Pool*	\$255,000		\$127,500
Richmond Public Library Digital Services Launchpad*	\$180,000	\$45,000 Richmond Public Library	\$90,000
Railway Greenway Trail Upgrade*	\$150,000		\$75,000

Project Requests Under \$250,000	Estimated Eligible Project Cost	Additional Partner Funding	Canada 150 Request
Garrett Wellness Centre*	\$525,000		\$262,500
Accessibility Upgrade	\$100,000	\$50,000	\$50,000
Richmond Olympic Oval		Richmond Olympic Oval	
Event Lighting & Sound Upgrades,	\$275,000	\$137,500	\$137,500
Richmond Olympic Oval		Richmond Olympic Oval	
Totals			\$1,383,500
Grand Total			<u>\$4,181,210</u>

Project descriptions are included for reference (Attachment 2). Some of the projects are scheduled to be considered by Council for approval in 2016 capital budget process and are indicated with an asterisk (*) above. As with all senior government funding programs, while the City will be making a number of project submissions, there is no guarantee that they will be approved for full or partial funding. Approval of funding does not legally bind Council to approve future projects that are to be considered by Council in 2016.

The maximum federal contribution to any project would be 50% of capital costs. Should the submissions be successful, the City would be required to enter into funding agreements with the Government of Canada. The agreements are standard form agreements provided by the Federal Government and include an indemnity and release in favour of the Federal Government.

Staff will further assess these proposed submissions and continue to clarify criteria with Federal government staff, prior to the application deadline of June 17, 2015. Some of the above projects may meet the criteria to support the 2017 celebration and create a legacy for Canada 150 more effectively than others. A copy of the detailed application form is included for information (Attachment 3).

Letters of Support for Community Applications:


We understand that there will be submissions for this funding program from community groups affiliated with the City and that the City may be asked for letters of support for those projects. Staff have been approached by ANAF Maples Residence and Steveston Town Square- Steveston Historical Society regarding the Japanese Garden to date. As the City of Richmond owns the land, the Steveston Town Square project may be a co application as the project progresses. Staff is requesting permission for the City to provide letters of support for these and other eligible projects from community organizations.

Financial Impact

Richmond will be requesting up to \$4,181,210 of Federal Government funding from the Canada 150 Community Infrastructure Fund through Western Economic Diversification. The fund may grant up to 50 per cent of total eligible costs to a maximum of \$500,000 per project.

Conclusion

Staff recommend that the projects identified in this report be submitted to Western Economic Diversification, Canada 150 Community Infrastructure Program. The submissions are for sixteen projects for up to \$4,181,210, with proposed cost sharing by the Federal Government of up to \$500,000 or 50 per cent of the total eligible project costs.



Denise Tambellini
Manager, Intergovernmental Relations & Protocol Unit
(604-276-4349)

Att: 1: Canada 150 Community Infrastructure Funding Guidelines
2: Project Descriptions
3: Canada 150 Community Infrastructure Program Application Form

Canada 150 Community Infrastructure Funding Guidelines

1.1 Canada 150 Celebrates

The 150th anniversary of Confederation in 2017 is a truly special occasion for Canadians to connect with our past, celebrate our achievements and build future legacies. It is an opportunity to reflect on and deepen our sense of what it means to be Canadian, as well as to inspire a new era of optimism and pride across the country.

The overarching theme to celebrating the 150th anniversary of Confederation (Canada 150) is **“Strong. Proud. Free”**. The Canada 150 vision is to Give Back to Canada, including through lasting legacies that extend beyond 2017; Honour the Exceptional; and Celebrate and Bring Canadians Together. The vision will be achieved by making strategic investments in activities that align with these aspirations.

1.2 The Canada 150 Community Infrastructure Program

Canada 150 is a key milestone in the life of this country, and provides Canadians with an opportunity to celebrate Canada’s history, heritage and future by reinvesting in community infrastructure across the country, similar to the important infrastructure investments made as part of our nation’s centennial celebrations in 1967 which can still be seen in communities today.

Under the theme **“Giving Back to Canada”**, the Canada 150 Community Infrastructure Program will invest \$150 million over two years to support projects that will rehabilitate existing community facilities across Canada, and ensure a lasting legacy resulting from Canada 150.

Canadians have a deep and enduring pride in their communities. In recognition of this, the Canada 150 Community Infrastructure Program aims to leave a lasting legacy to Canadians as part of the celebration of Canada’s 150th anniversary by investing in community infrastructure. The Canada 150 Community Infrastructure Program will support projects that celebrate our shared heritage, create jobs and improve the quality of life of Canadians from coast to coast to coast.

2. Eligibility

2.1 Eligible Projects – Mandatory Criteria

As the objective of this program is to ensure a lasting legacy resulting from Canada 150, in Western Canada (Manitoba, Saskatchewan, Alberta, British Columbia), strong preference will be given to projects that are undertaking meaningful upgrades to existing cultural and community facilities; upgrades that will provide long-term benefits to a community, will be viewed with pride by a community, and are recognized as a lasting legacy from Canada 150.

Examples of the type of community infrastructure that can be supported include:

- Community centres (including legions);
- Cultural centres and museums;
- Parks, recreational trails such as fitness trails, bike paths and other types of trails;
- Libraries;
- Recreational facilities including local arenas, gymnasiums, swimming pools, sports fields, tennis, basketball, volleyball or other sport-specific courts or other types of recreational facilities;

- Tourism facilities;
- Docks;
- Cenotaphs; and,
- Other existing community infrastructure for public benefit.

Eligible projects must meet the following criteria:

- The amount of funding being requested under the Canada 150 Community Infrastructure Program cannot exceed 50% of the total costs of a project, up to a maximum of \$500,000.
- The maximum contribution from ALL Government of Canada sources (including the Canada 150 Community Infrastructure Program and other sources such as the Gas Tax Fund) cannot exceed 50% of the total costs of a project;
- Be for the rehabilitation, renovation, or expansion of existing infrastructure for public use or benefit;
- Be community-oriented, non-commercial in nature and open for use to the public and not limited to a private membership;
- Be for facilities located in Western Canada (British Columbia, Alberta, Saskatchewan, Manitoba); and,
- Be materially complete by **March 31, 2018**.
 - A project is considered to be materially complete when a substantial part of the improvement is ready for use or is being used for the purposes intended; costs for activities such as parking, paving, landscaping, exterior/interior finishes are potentially excluded from the definition of substantial completion.
- Submit a fully complete application form by **June 17, 2015**

2.2 Eligible Applicants – Mandatory Criteria

Eligible applicants include:

- A local or regional government established under provincial or territorial statute;
- A public sector body that is wholly owned by an eligible applicants listed above;
- A not-for-profit entity;
- A provincial or territorial entity that provides municipal-type services to communities, as defined by provincial or territorial statute (including school boards); and,
- A First Nation government, including a Band or Tribal Council or its agent (including wholly-owned corporation) on the condition that the First Nation has indicated support for the project and for the legally-designated representative to seek funding through a formal Band or Tribal Council resolution, or other documentation from Self-governing First Nations.

In addition, eligible applicants must:

- Directly own the infrastructure assets, facility or land which are being renovated or have a long-term lease in place (with permission from the owner to undertake renovations); and,
 - If you have a long-term lease in place please attach to your application proof that you have permission from the owner to undertake renovations.
- Be Incorporated.

2.3 Ineligible Projects

Examples of ineligible projects:

- Facilities primarily for use by professional sports teams;
- Facilities that are to be used primarily for commercial activities, that have private membership or are for-profit facilities in general;

- Construction of new infrastructure; and,
- Significant expansion of existing infrastructure beyond 30%.

2.4 Examples of Strong Canada 150 Community Infrastructure Program Projects

As the objective of this program is to ensure a lasting legacy resulting from Canada 150, in Western Canada (Manitoba, Saskatchewan, Alberta, British Columbia), strong preference will be given to projects that are undertaking meaningful upgrades to existing cultural and community facilities; upgrades that will provide long-term benefits to a community, will be viewed with pride by a community, and are recognized as a lasting legacy from Canada 150.

Examples of strong projects could include (but are not limited to):

- The addition of a spray/splash park, playground, picnic shelter, etc. to an existing park;
- Renovations to an existing recreational facility (e.g., upgrades to the floors (ice surfaces, pool surfaces and court surfaces), locker rooms, benches); and,
- Renovations to an existing cultural centre (e.g., entrance way, seating, stage and acoustic improvements).

3. Funding

3.1 Funding Available

The Canada 150 Community Infrastructure Program will invest \$150 million across Canada in community infrastructure, with \$46.2 million allocated across Western Canada (British Columbia, Alberta, Saskatchewan, and Manitoba).

The maximum contribution from ALL Government of Canada sources (including the Canada 150 Community Infrastructure Program and other sources such as the Gas Tax Fund) cannot exceed 50% of the total costs of a project. There is no minimum contribution threshold (i.e., applicants can seek a contribution from the Canada 150 Community Infrastructure Program for a smaller, specific component of a project with large total project costs).

Eligible applicants can apply for funding under the Canada 150 Community Infrastructure Program up to a maximum of \$500,000. Any funding request for a contribution over \$500,000 will be considered ineligible.

In Western Canada, Western Economic Diversification will seek to notionally allocate funding evenly between two groups of projects:

- Those seeking \$0 to \$250,000 in funding from the Canada 150 Community Infrastructure Program; and
- Those seeking \$250,000 to \$500,000 in funding from the Canada 150 Community Infrastructure Program.

Project Descriptions

Projects Requesting Over \$250,000

1. South Arm Fitness Centre Upgrade

In conjunction with South Arm Community Association, this project will repurpose the entire second floor fitness area at South Arm Community Centre. The cardio and strength training areas will be increased from the current 3070 ft² to an “open concept” 7835 ft². This will be accomplished through extensive renovations to two of the four the existing courts and change-rooms, plus relocating the office, and removal of the glass partitions and non-supporting walls. The community has indicated that accessibility and safety are concerns due to overcrowding at South Arm. These renovations will address these concerns, increase participation numbers and improve the overall fitness experience of our patrons. This increased attendance will, in turn, increase revenue to help subsidize Older Adults, Youth, family, outreach and community events offered throughout the year.

Estimated Cost of Proposed Improvement: \$1.8 million

Proposed Completion Date: Fall 2017

2. Phoenix Net Loft Restoration Upgrade, Steveston Waterfront

Situated on the Steveston Waterfront, the Phoenix Cannery building is located parallel to the recently renovated Seine Net Loft at the Britannia Shipyard National Historic Site. The building condition requires immediate piling replacement and stabilization, the building is not currently accessible due to hazardous conditions. The work will include interior stabilization and exterior renovations to the building and surrounding dock and pier to make the building once again publicly accessible for potential programmed use on the Steveston Waterfront.

Estimated Cost of Proposed Improvement: \$1.5million

Proposed Completion Date: Summer 2017

3. LED Lighting Energy Efficient Upgrade Richmond Olympic Oval

The Activity Level at Richmond Olympic Oval is home to a multitude of sports including; speed skating, figure skating, hockey, basketball, volleyball, table tennis, soccer, baseball, indoor rock climbing, fitness classes & sport camps. In addition, the Oval plays host to local, provincial, national and international sporting competition and championships. Operating 364 days per year, and with approx. 200000 sq. ft. of floor space to service these sports and other events, a transition to LED lighting would have significant impact to long-term utility, maintenance and replacement cost savings. In addition to this indoor floor space, the Oval's support rooms and outdoor lighting would benefit the same from a transition to LED.

Estimated Cost of Proposed Improvement: \$500,000

Proposed Completion Date: Fall 2017

4. #1220 Steveston Interurban Tram Car Restoration

The tram underwent extensive mould remediation before it was moved into its present location. This process consisted of removing mould from the car, trucks and accompanying materials and parts. A high level inventory of the tram materials and parts has been completed. The tram car and trucks have been photographed to ensure before restoration images have been captured. These photographs will also be used to establish restoration methods in comparison to other known restoration processes. A restoration plan has been prepared.

The work to complete the restoration includes: a structural assessment, the roof, interior electrical, interior and exterior finishes (painting, wood working, sourcing and building of replacement parts etc.) and undercarriage work (cleaning of brake mechanisms, replacement of parts, assessment of

airlines and tanks etc.). This work will involve some volunteer labour but also requires highly skilled trades to work on tram including mechanics, electricians, carpenters, upholsters and conservators.

Estimated Cost of Proposed Improvement: \$675,420

Proposed Completion Date: Spring 2017

5. Cambie Community Centre Upgrade

Project includes upgraded lighting and branch wiring, replacing HVAC systems, upgrading communication equipment, wall finishes and the addition of a sliding wall and storage for the daycare.

Estimated Cost of Proposed Improvement: \$875,000

Proposed Completion Date: Spring Fall 2016

6. Britannia Heritage Shipyards Seine Net Loft Deck Upgrade

In conjunction with the Britannia Heritage Shipyard Heritage Society, this project will upgrade the deck of the Seine Net Loft to accommodate foot traffic and improve access to the waterfront. In 2013/2014 the Seine Net Loft at Britannia was substantially restored and has now become a popular new amenity for bookings, events and artefact displays. However, the exterior decking surrounding the building over the water is in immediate need of replacement as planks, boards and beams are failing and hazardous conditions exist. The improvements will facilitate indoor and outdoor programming, events and maritime programming at the Britannia Shipyards National Historic Site.

Estimated Cost of Proposed Improvement: \$572,000

Proposed Completion Date: Summer 2016

7. Gateway Theatre Upgrade

Project includes upgrading exterior doors, replacing the stage lift, replacing fire alarms, plumbing upgrade and replacing the generator.

Estimated Cost of Proposed Improvement: \$725,000

Proposed Completion Date: Fall 2016

Projects Requesting Under \$250,000

1. Track Zone Synthetic Floor Improvements Richmond Olympic Oval

The Track Zone at Richmond Olympic Oval is one of the most utilized and versatile activity spaces in the venue. At approximately 50,000 square feet, it is home to a multitude of activities and programs for dozens of community sport organizations. Activities include volleyball, basketball, futsal (indoor soccer), badminton, baseball, pickle ball, floor hockey, handball, and track and field. The Track Zone also hosts over 50 large-scale community and sport hosting events each year. It is estimated that over 200,000 people utilized this space in 2014.

When the synthetic floor was installed at the conclusion of the 2010 Olympic Games, the portion of the floor over the Oval's 400-metre long track was not glued down. The 'floating' floor would allow for relatively easy access to the refrigerated slab in the event a speedskating event returned to the Oval. Hosting such an event in the foreseeable future is unlikely. By gluing the synthetic floor to the concrete slab and securing the slab's expansion joint, a significant performance improvement will be realized for the Track Zone's multipurpose floor for many years to come. This improvement will not prevent any future transition back to a speed skating ice oval.

Estimated Cost of Proposed Improvement: \$252,000

Proposed Completion Date: Summer 2016

2. Minoru Grandstands

Project includes replacing the roof, wall finishes, replacing plumbing, upgrading lighting and wiring, upgrading flooring, electrical and replacing exterior windows.

Estimated Cost of Proposed Improvement: \$380,000

Proposed Completion Date: Spring 2017

3. Steveston Community Centre

Project includes replacement of the flooring.

Estimated Cost of Proposed Improvement: \$610,000

Proposed Completion Date: Fall 2016

4. Steveston Community Pool

Project includes replacement of flooring, replacing the roof, repairing walls and ceilings and a new HVAC exhaust ventilation system.

Estimated Cost of Proposed Improvement: \$255,000

Proposed Completion Date: Winter 2017

5. Richmond Public Library Digital Services Launchpad

This project will provide free access for Richmond residents to new and innovative digital library services by converting a temporary proof-of-concept space into a permanent service area called The Launchpad will be an open area that provides residents of all ages with the hands-on opportunity to learn, create, collaborate and discover while using the most up-to-date technology and equipment. Some examples of the activities and technologies that will be available are 3D printing; computer coding; workstations for the creation and self-publishing of text, graphics, video, audio and music creations; robotics; scanners and laminators and 3D modeling software. Sixteen specialized workstations will be provided—eight of which will be designed specifically for children. The Launchpad will also provide facilities to hold small group presentations and instructional workshops in these areas of technology so that users can not only learn how they work, but can also take the important next step of utilizing them for their home, business and school projects. The library will be inviting local community experts, hobbyists and volunteers to lead and conduct these workshops in order to deepen and expand the knowledge and skills in digital literacy for the community at large.

In creating this space Richmond Public Library would be following the lead of a number of other libraries such as Toronto, Edmonton and Vancouver where similar collaborative spaces have proven to be highly popular. Partners for this project include the Richmond Public Library Board, The Friends of the Richmond Public Library and various community groups and schools interested in technology.

The Library is prepared to commit to providing 25% of the funding of the project and is seeking City Council to provide the remaining 25% or \$45,000.

Estimated Cost of Proposed Improvement: \$180,000

Proposed Completion Date: Fall 2016

6. Railway Greenway Upgrade

This project will extend the Railway Greenway to enable a continuous off-street/protected cross-island trail. The upgrade comprises the completion of the two existing gaps:

- (1) Westminster Hwy-River Rd: construction of a 4 m paved off-street within the McCallan Road right-of-way including provision for improving the access to the Middle Arm Dyke Trail; and
- (2) Garry Street-Moncton Street: construction of a two-way protected on-street cycling facility on Railway Avenue.

The existing greenway is approximately 5.0 km in length and the combined length of the two gaps is 0.8 km, which represents an expansion of 16 per cent of the existing length and thus is within the eligibility criterion of a maximum of 30 per cent expansion of existing infrastructure.

Estimated Cost of Proposed Improvement: \$150,000

Proposed Completion Date: Spring 2017

7. Garrett Wellness Centre

Project includes exterior repairs, upgrading mechanical systems, upgrading electrical and lighting, replacing exterior doors, interior walls and ceiling finishes.

Estimated Cost of Proposed Improvement: \$525,000

Proposed Completion Date: Spring 2017

8. Accessibility - Richmond Olympic Oval

Recent changes to programming space at the Richmond Olympic Oval have highlighted a need to further service the needs of guests and athletes in wheelchairs and/or with a physical disability.

Changes to doorways include auto door openers, magnetic door locks, card readers and/or similar, but would all be required to tie into the Oval's fire, life & safety system in the event of an alarmed event.

Estimated Cost of Proposed Improvement: \$100,000

Proposed Completion Date: Summer 2016

9. Event Lighting & Sound Upgrades - Richmond Olympic Oval

The Activity Level at the Richmond Olympic Oval is host to multiple sport and non-sporting event each year. Enhancing the lighting and sound capabilities to service various event footprints would provide an increased ability to attract events, and provide an overall improved event experience.

Highlights within a lighting and sound upgrade would include; lighting & sound truss at the North Rink as well as two court zones, and light dampening along the north plaza windows.

Estimated Cost of Proposed Improvement: \$275,000

Proposed Completion Date: Winter 2016



Western Economic
Diversification Canada

Diversification de l'économie
de l'Ouest Canada



Canada 150 Community Infrastructure Program Application Form



It is strongly recommended that you refer to the Canada 150 Community Infrastructure Program Applicant Guide and Instructions for Western Canada at <http://www.wd-deo.gc.ca/eng/18871.asp> before beginning your application. The Guide contains information and valuable instructions that will assist you in completing this application form. If you have any questions, please call 1-888-338-WEST (9378).

Enter the required information in the space provided. An asterisk (*) indicates a mandatory field.

When your form is complete and you are ready to submit the application for consideration, please print a copy for your records.

ORGANIZATION INFORMATION			
1. Full legal name of your organization:		*	
2. Operating name if different than legal name:			
3. Mailing address (including suite, unit, apt #):		*	
4. Mailing address line 2:			
5. City:	*	6. Province/Territory:	*
7. Country:	*	8. Postal Code:	*
9. Telephone:	*	10. Facsimile:	*
11. Email address:	*	12. Website:	
13. Organization type (select best fit): *			
<input type="checkbox"/> Not-For-Profit Association/Organization/Society <input type="checkbox"/> Post-Secondary Institute <input type="checkbox"/> Co-operative <input type="checkbox"/> Corporation		<input type="checkbox"/> Government, Other Body <input type="checkbox"/> Government, Municipal (Local/Regional) <input type="checkbox"/> First Nation Band <input type="checkbox"/> First Nation Business	
14. Business number or GST number:		*	
15. If alternate number is used, indicate the type:			
16. Provide a brief summary of your organization and mandate. (Maximum of 500 characters including spaces) *			
17. Corporate Status *		<input type="checkbox"/> For-profit <input type="checkbox"/> Not-for-profit	
18. Indicate your incorporation status: *		18a. <input type="checkbox"/> Incorporated federally <input type="checkbox"/> Incorporated provincially	
		18b. In the province of:	
		18c. Provide the date of incorporation:	
PROJECT CONTACT PERSON(S)			
This is the main person(s) in your organization who will be contacted for any follow-up to this application. Please ensure that either the Primary or Secondary Contact listed below is available for follow-up from June – August 2015.			
Primary Contact			
19. Salutation:	*	20. First name:	*
21. Last name:	*	22. Title:	*
23. Email address:	*	24. Telephone:	*
25. Cell:			
Secondary Contact			
26. Salutation:	*	27. First name:	*
28. Last name:	*	29. Title:	*
30. Email address:	*	31. Telephone:	*
32. Cell:			

PROJECT INFORMATION				
33. Project title: (Maximum of 90 characters including spaces)				
34. <input type="checkbox"/> Project address is the same as Mailing address.				
35. Project address (Including suite, unit, apt #):				
36. Project address line 2:				
37. City:		38. Province/Territory:		39. Postal Code:
	*		*	*
40. Short Project Description. Provide a short summary of the rehabilitation, renovation, repair or expansion work being planned. (Maximum of 500 characters including spaces) *				
41. Detailed Project Description. Clearly outline the objective of this project, provide explicit details of the rehabilitation, renovation, repair or expansion work being planned, and identify any project risks and mitigation strategies. (Maximum of 4000 characters including spaces) *				
42. Provide the rationale for the project. Clearly outline the importance of this project to your respective community and how this project will benefit the community. (Maximum of 4000 characters including spaces) *				

43. Describe the specific activities/costs Canada 150 Community Infrastructure Program funding would support and the impact Canada 150 Community Infrastructure Program funding would have on this project. (Maximum of 2500 characters including spaces) *	
44a. Community Infrastructure Type:*	
<input type="checkbox"/> Library <input type="checkbox"/> Swimming Pool <input type="checkbox"/> Park, fitness trail or bike path <input type="checkbox"/> Community Centre/Hall <input type="checkbox"/> Sports Field <input type="checkbox"/> Arena <input type="checkbox"/> Gymnasium <input type="checkbox"/> Tennis, basketball, volleyball or other sport specific court <input type="checkbox"/> Legion <input type="checkbox"/> Cenotaph <input type="checkbox"/> Dock	<input type="checkbox"/> Cultural Centre and Museum <input type="checkbox"/> Theatre/Arts Centre <input type="checkbox"/> Tourism Facility <input type="checkbox"/> Curling Rink <input type="checkbox"/> Church <input type="checkbox"/> Campground <input type="checkbox"/> Playground <input type="checkbox"/> Waterpark/spray park <input type="checkbox"/> Multi-purpose Facility <input type="checkbox"/> Other (Specify below)
44b. If other community infrastructure facility, specify type: (Maximum of 100 characters including spaces)	*
45. Does your organization own the community infrastructure which you are planning to rehabilitate (or you have a long-term lease in place)? *	<input type="checkbox"/> Yes <input type="checkbox"/> No
46. Is the facility non-commercial in nature and open for use to the public and not limited to a private membership? *	<input type="checkbox"/> Yes <input type="checkbox"/> No
47. Does the project involve the rehabilitation, improvement, or expansion, of existing community infrastructure assets? *	<input type="checkbox"/> Yes <input type="checkbox"/> No
48a. Does the project involve expansion (new construction) to the existing community infrastructure asset? *	<input type="checkbox"/> Yes <input type="checkbox"/> No
48b. If yes, identify the percentage (%) increase to the square footage of the existing community infrastructure asset. *	%
49a. Can the project be completed by the Fall of 2017? *	<input type="checkbox"/> Yes <input type="checkbox"/> No
49b. If yes, explain how you intend to have the project complete by the Fall of 2017. (Maximum of 1000 characters including spaces) *	
50a. Does the project have demonstrated linkages to the celebration of Canada's 150th? *	<input type="checkbox"/> Yes <input type="checkbox"/> No
50b. If yes, explain how your project will contribute to the celebration of Canada's 150th. (Maximum of 1000 characters including spaces) *	

51a. Does your project have activities that will benefit Francophones? *	<input type="checkbox"/> Yes <input type="checkbox"/> No
51b. If yes, describe how the project activities will benefit Francophones. (Maximum of 1500 characters including spaces) *	

PROJECT TIMELINES			
52. Proposed Project Funding Start Date: *		53. Is this date flexible?	<input type="checkbox"/> Yes <input type="checkbox"/> No
54. Proposed project funding end date *			
55. List key activities that occur between the Proposed Project Funding Start Date and the Proposed Project Funding End Date. Key activities are milestones that can be tracked to ensure the project is proceeding as planned.			
Key Activities *		Completion Date *	
56. Comments on Key Activities. (Maximum of 500 characters including spaces).			

PROJECT FUNDING						
57. Project funder *	Source *	Status *	2015-2016	2016-2017	2017-2018	Total *
Applicant organization	<input type="checkbox"/> Non-Gov't <input type="checkbox"/> Gov't, Municipal <input type="checkbox"/> Gov't, Provincial	<input type="checkbox"/> Confirmed <input type="checkbox"/> Intended <input type="checkbox"/> Neither	\$	\$	\$	\$
Western Economic Diversification Canada	<input checked="" type="checkbox"/> Gov't, Federal	<input checked="" type="checkbox"/> Requested	\$0	\$	\$	\$
	<input type="checkbox"/> Non-Gov't <input type="checkbox"/> Gov't, Municipal <input type="checkbox"/> Gov't, Provincial <input type="checkbox"/> Gov't, Federal	<input type="checkbox"/> Confirmed <input type="checkbox"/> Intended <input type="checkbox"/> Neither	\$	\$	\$	\$
	<input type="checkbox"/> Non-Gov't <input type="checkbox"/> Gov't, Municipal <input type="checkbox"/> Gov't, Provincial <input type="checkbox"/> Gov't, Federal	<input type="checkbox"/> Confirmed <input type="checkbox"/> Intended <input type="checkbox"/> Neither	\$	\$	\$	\$
	<input type="checkbox"/> Non-Gov't <input type="checkbox"/> Gov't, Municipal <input type="checkbox"/> Gov't, Provincial <input type="checkbox"/> Gov't, Federal	<input type="checkbox"/> Confirmed <input type="checkbox"/> Intended <input type="checkbox"/> Neither	\$	\$	\$	\$
Total Project Funding Required: *			\$	\$	\$	\$
58. Comments on Project Funding. Provide further explanation of the confirmed and intended sources of project funding. (Maximum of 500 characters including spaces)						
Notes: <ul style="list-style-type: none"> Financial Statements: It is mandatory that you attach your most recent Financial Statements to your application. See Question 64. Confirmed Funding: For funding that is confirmed, it is mandatory that you attach proof such as a letter of confirmation from the other Project Funders, board motion approving commitment of funding, signed agreements, and financial/bank statements. See Question 65. Intended Funding: For funding that is intended, it is mandatory that you attach a Letter of Intent from your other Project Funder(s). The Letter of Intent must be signed by a member of the organization with legal signing power/authority to commit funding. See Question 65. 						

59. Please list the various costs you will incur in the implementation of the proposed project (only include costs incurred after the Proposed Project Funding Start Date). Be sure to list costs and not activities.

Project Costs (All costs will be validated) *	Amount *
Costs for rehabilitation, repair and expansion of fixed capital assets.	\$
Professional Fees	\$
Public communications (include \$200 for Federal signage requirements)	\$
Incremental salaries	\$
Other project costs	\$
Total Project Costs (Must equal total project funding required) *	\$
60a. Will a competitive process be used to select a contractor or for purchases over \$50,000? *	<input type="checkbox"/> Yes <input type="checkbox"/> No
60b. Please explain. (Maximum of 500 characters including spaces) *	

GOVERNANCE AND MANAGEMENT

61. Describe the governance of the organization. (Maximum of 2000 characters including spaces) *

62. Describe the qualifications and related experience of the key individuals that will be responsible for managing and implementing the project. (Maximum of 2000 characters including spaces) *

63a. In addition to the funding partners, are there any other organizations who are involved with this project? *		<input type="checkbox"/> Yes <input type="checkbox"/> No
63b. If yes, provide the organization's name, nature of their involvement and attach a letter of support (Question 66) (if applicable). *	Organization Name	Nature of Involvement
		<input type="checkbox"/> Operational <input type="checkbox"/> Endorsement
		<input type="checkbox"/> Operational <input type="checkbox"/> Endorsement
		<input type="checkbox"/> Operational <input type="checkbox"/> Endorsement
		<input type="checkbox"/> Operational <input type="checkbox"/> Endorsement

ATTACHMENTS	
64. Current Financial Statements *	
65. Confirmation of other (non-Canada 150) sources of funding * (mandatory if 'confirmed' or 'intended' funding is selected in Question 57).	
66. Attach additional files that may support the assessment of your application, such as a project plan, letters of support, regulatory approvals and resolutions to proceed with the project.	

AUTHORIZED OFFICIAL OF THE APPLICANT ORGANIZATION ACKNOWLEDGEMENTS	
The application form must be submitted by a member of your organization with signing power/authority to enter into a legal agreement. This person may be different than the Primary Contact person.	
On behalf of the Applicant Organization, I hereby acknowledge and agree that:	
<ul style="list-style-type: none"> This application does not constitute a commitment from Western Economic Diversification Canada (WD) for financial assistance. I have read the Canada 150 Community Infrastructure Program Applicant Guide and Instructions including the mandatory eligibility criteria located at http://www.wd-deo.gc.ca/eng/16871.asp. Project costs incurred by the Applicant Organization in the absence of a signed funding agreement with WD are incurred at the sole risk of the Applicant Organization and that any such costs may not be considered eligible for WD assistance. Any person who has been lobbying on behalf of the Applicant Organization to obtain a contribution as a result of this application is registered pursuant to the <i>Lobbying Act</i> and was registered pursuant to that Act at the time the lobbying occurred. The Applicant Organization has not, nor has any other person, corporation or organization, directly or indirectly paid or agreed to pay any person to solicit a contribution arising as a result of this application for a commission, contingency fee or any other consideration dependent on the execution of an Agreement or the payment of any contribution arising as a result of this application. The information provided by the applicant on this application and in all supporting documentation is collected under the authority of the <i>Western Economic Diversification Act</i>. This information will be treated in accordance with that Act and with the <i>Access to Information Act</i> and the <i>Privacy Act</i>. These laws govern, protect and limit the collection, use and disclosure of personal and confidential information by federal government departments and agencies. Information provided to WD is secured from unauthorized disclosure and use. WD acknowledges an individual's rights to privacy of their information, and personal information provided on this application is described in the <i>Personal Information Bank</i> entitled "Grants and Contributions (G&Cs) Programs", number WED-PPA-055. <p>For further information about WD's information holdings and your rights under the <i>Access to Information Act</i> and <i>Privacy Act</i>, consult the Government of Canada's Info Source publication at www.infosource.gc.ca.</p> <p>I authorize WD, its officials, employees, agents and contractors to make enquiries of such persons, firms, corporations, federal, provincial and municipal government departments/ agencies, and non-profit, economic development or other organizations as may be appropriate, and to collect and share information with them, as WD deems necessary in order to assess this application, to administer and monitor the implementation of the subject project, and to evaluate the results of the project and related Program.</p>	
67a. <input type="checkbox"/> I have read and agree with the applicant acknowledgements *	
67b. Name: *	68. Title: *
69. Date:	



City of Richmond

Report to Committee

To: General Purposes Committee
From: Serena Lusk
Senior Manager, Recreation and Sport

Date: May 25, 2015
File: 06-2052-55-01/Vol 01

Jim V. Young, P. Eng.
Senior Manager, Project Development

Re: **Minoru Complex Multipurpose Room Alternatives**

Staff Recommendation

That the approved floor plans for the Minoru Complex be modified to include an Event Room on the ground floor of the building as displayed in Attachment 1 of the report, Minoru Complex Multipurpose Room Alternatives, dated May 25, 2015 from the Senior Manager, Recreation and Sport and the Senior Manager, Project Development.

Serena Lusk
Senior Manager, Recreation and Sport
(604-233-3344)

Jim V. Young, P. Eng.
Senior Manager, Project Development
(604-247-4610)

Att. 1

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

Staff Report

Origin

At the May 11, 2015 Council meeting, staff recommended that the floor plans for the Minoru Complex be modified to change the use of a storage room to that of a multipurpose room primarily to serve the needs of sports using the fields to the north of the Minoru Complex. The modification was identified as Alternative 3 in the staff report.

In response to the recommendation, staff received the following referral:

“Alternative 3 be referred back to staff to consult with the Major Facility Building / Project Technical Advisory Committee and the Minoru Major Facility Stakeholder Advisory Committee on the proposed multipurpose room alternatives and report back.”

The purpose of this report is to provide information on the advice received from the Building/Project Technical Advisory Committee and Stakeholder Advisory Committee (the “Advisory Committees”) as well as to recommend the floor plans be modified per their advice.

Background

The floor plans for the Minoru Complex approved in October 2014 were developed through a process which included contributions of staff, subject matter experts, architectural consultants (HCMA), significant stakeholder consultation and the City’s construction manager. Since then, design development has been completed and the project team remains on track to complete construction in late 2017.

At the February 10, 2015 Council meeting, staff presented the Public Realm Concept Design for the Minoru Complex. At that same meeting, discussion and questions arose about the multipurpose room intended to meet the needs of the users of the second floor of the Minoru Pavilion. As a result, staff received the following referral:

“That staff provide more information on the placement of the multipurpose room and how to optimize it.”

Following the February 10, 2015 referral, staff met with representatives from both of the primary users of the Minoru Pavilion — the Richmond Fitness and Wellness Association and the Richmond Sports Council. In addition to the Council approved floor plans (Base Alternative), staff presented two alternatives for the multipurpose room on the second floor of the facility to best meet the needs of both groups. The preferred alternative for each group was different but both agreed to a compromise as their second choice.

The Advisory Committees were also consulted on the alternatives and provided staff the advice that the floor plans approved by Council in October 2014 should not change due to the increased costs, conflicting priorities of the groups and that the alternatives negatively impacted the functionality of the large multipurpose room.

At the May 4, 2015 General Purposes committee meeting, staff provided information about the multipurpose room alternatives and relayed the feedback received from Richmond Fitness and Wellness Association, Richmond Sports Council and the Advisory Committees.

In response to the report, the following referral was received from committee to address the feedback from Richmond Sports Council:

“That staff explore the possibility of facilitating a tournament centre within the Minoru Site Plan.”

In addressing the Council referral, staff identified two additional alternatives. Alternative 3 included repurposing a storage room situated on the ground floor at the north end of the building into “The Tournament Centre”. Alternative 4 – “The Hub” was a discrete new capital project which involved rebuilding the caretaker’s suite and a new tournament centre above the suite on a second floor. Both alternatives were explored with Richmond Sports Council representatives who responded with strong support for Alternative 4 – The Hub. Alternative 3 – The Tournament Centre was also viable for meeting Richmond Sports Council needs.

Staff presented these alternatives at the May 11, 2015 Special General Purposes committee and Council meetings and recommended Alternative 3 – The Tournament Centre with the following rationale:

1. It maintains the benefits of a centrally-located large multipurpose room on the second floor as shown in the currently approved floor plans;
2. It enables viewing and proximity to the fields to the north of the Minoru Complex by placing a new multipurpose room at the north end of the building on the first floor;
3. It is accessible on the ground floor level;
4. It can meet the needs of a variety of users including special events;
5. It can be readily repurposed in the future should needs change; and
6. It is achievable within the current project budget. The estimated implementation cost of \$250,000 is available within the approved budget.

As a delegation at the May 11, 2015 Council meeting, Richmond Sports Council representatives indicated their support for Alternative 4 – The Hub, but indicated they no longer supported Alternative 3 – The Tournament Centre. At that meeting, staff received the following referral:

“Alternative 3 be referred back to staff to consult with the Major Facility Building / Project Technical Advisory Committee and the Minoru Major Facility Stakeholder Advisory Committee on the proposed multipurpose room alternatives and report back.”

Analysis

Advisory Committee Consultation

A joint meeting of the Advisory Committees was held on May 20, 2015. Staff reviewed the consultation process to date as well as the purpose of the Council referral. Richmond Sports Council representatives presented their preference for Alternative 4 – The Hub, or a standalone

tournament centre elsewhere on site. Following their presentation, Richmond Sports Council responded to a variety of questions from the Advisory Committees. The project architect, HCMA, conducted a review of each of the alternatives and responded to in-depth questions from Advisory Committee members.

Each member of the Advisory Committees was asked for their specific advice as to the multipurpose room alternatives. The concluding consensus from the Advisory Committee members was that Alternative 3 – The Tournament Centre, was recommended and largely agreed with staff's rationale. There were also the following comments:

1. It was misleading to call Alternative 3 "The Tournament Centre" as the name does not accurately reflect the function of a tournament centre and its proximity to the play fields is too distant.
2. The impact to schedule and budget (\$250,000 and 3 months) meant that one member of the Advisory Committees still supported no change to the floor plans.

In regards to the use of "The Tournament Centre" name, staff acknowledged it may not be reflective of the room's intended use and suggested an alternative name of "Event Room." In regards to the schedule and budget, the construction manager, Stuart Olson Dominion Construction Ltd., confirmed that the design of this specific room is not a critical path issue and that the budget is achievable within the current project budget. The Minoru Complex is still expected to open in late 2017.

In addition, staff previously received a referral from Council to develop a Minoru Park master plan. Through completion of the master plan, proposed park features will be identified including the possibility of a tournament centre should it make sense. A report will then be presented to Council for approval.

Preferred Alternative (Attachment 1)

Based on feedback from the Advisory Committees as well as the many benefits of a multipurpose room on the north, ground-floor level of the facility, staff recommend the floor plans be changed to modify the current sports storage room to an "Event Room" with the storage needs to be met elsewhere on the park site in a modular solution.

Financial Implications

The cost of approximately \$250,000 to change the floor plan design and provide approximately 600 ft² storage space in Minoru Park can be accommodated within the project budget contingency.

Financial Impact

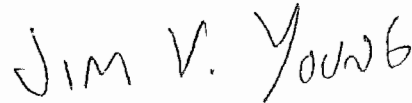
None.

Conclusion

The process of developing floor plans for the Minoru Complex has been comprehensive and has included significant consultation with a variety of stakeholders and the Advisory Committees. Modifying the floor plans to change the use from storage to an event room will meet the needs of a variety of uses and users.

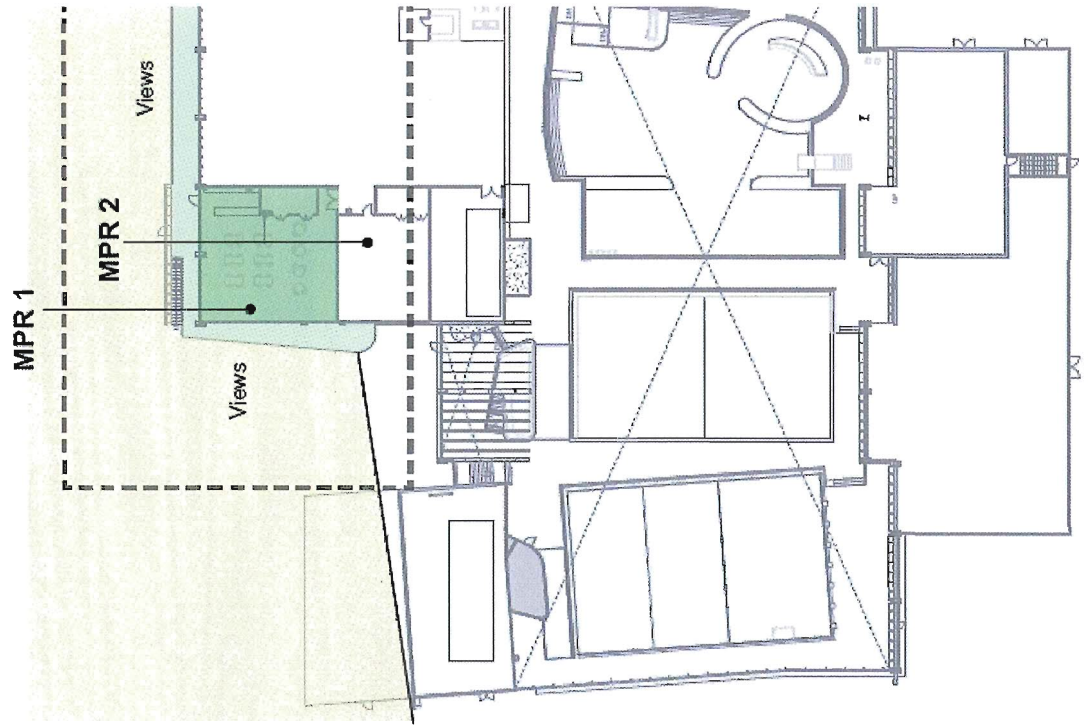
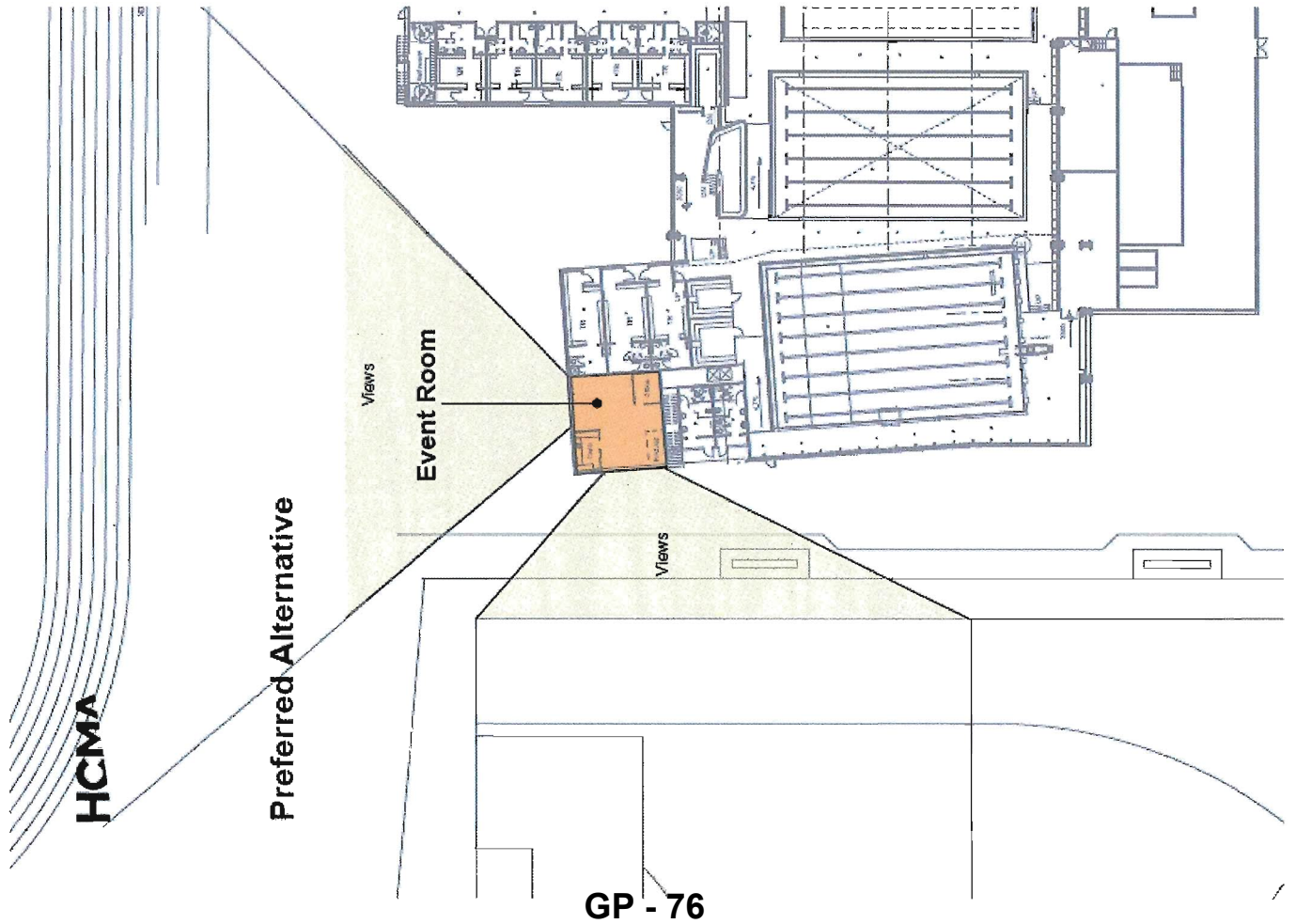


Serena Lusk
Senior Manager, Recreation and Sport
(604-233-3344)



Jim V. Young, P. Eng.
Senior Manager, Project Development
(604-247-4610)

Att. 1: Event Room – Minoru Complex Ground Floor



FIELD VIEW ANALYSIS SECTIONS

