

Borschneck, Lindsay TRAN:EX

From: Debbie Nadeau <dnadeau@victoria.ca>
Sent: Monday, September 28, 2015 11:37 AM
To: Borschneck, Lindsay TRAN:EX
Cc: Debbie Nadeau; Colleen Mycroft
Subject: Follow Up: Meeting with Minister Stone and Mayor Helps - Oct 5th @11am

My pleasure.
Have a great day!
Deb.

From: Borschneck, Lindsay TRAN:EX [Lindsay.Borschneck@gov.bc.ca]
Sent: Monday, September 28, 2015 11:32 AM
To: Debbie Nadeau
Cc: Colleen Mycroft
Subject: RE: Follow Up: Meeting with Minister Stone and Mayor Helps - Oct 5th @11am

Perfect. Thank you for being so accommodating.

Lindsay Borschneck
Administrative Coordinator to the Honorable Todd Stone Minister of Transportation and Infrastructure
(250) 953-4852

-----Original Message-----

From: Debbie Nadeau [<mailto:dnadeau@victoria.ca>]
Sent: Monday, September 28, 2015 11:30 AM
To: Borschneck, Lindsay TRAN:EX
Cc: Debbie Nadeau; Colleen Mycroft
Subject: Follow Up: Meeting with Minister Stone and Mayor Helps

Hello Lindsay,

I have moved this meeting to 11:00am on October 5th.

Thank you!

Kind regards,

Debbie Nadeau
Executive Secretary
Mayor's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0597 F 250.361.0248

On Sep 28, 2015, at 10:55 AM, Debbie Nadeau <dnadeau@victoria.ca<<mailto:dnadeau@victoria.ca>>> wrote:

Good morning,

The request below is to change the meeting with Minister Stone. If we make the change for October 5th it will mean rescheduling the tour with Jonathan Tinney and Gene Miller. October 6th would mean rescheduling Robin Farrell. Please let me know your preference. s.22

Deb.

From: Borschneck, Lindsay TRAN:EX [Lindsay.Borschneck@gov.bc.ca<<mailto:Lindsay.Borschneck@gov.bc.ca>>]
Sent: Monday, September 28, 2015 10:41 AM
To: Debbie Nadeau
Cc: Colleen Mycroft
Subject: RE: Follow Up: Meeting with Minister Stone and Mayor Helps

Hi Debbie,

Would it be possible to move this meeting to either 11am on October 5th or 330pm on October 6th? We are having some issues getting staff together for the original time. Please let me know if Mayor Helps can accommodate.

Thank you,

Lindsay Borschneck
Administrative Coordinator to the Honorable Todd Stone Minister of Transportation and Infrastructure
(250) 953-4852

-----Original Message-----

From: Debbie Nadeau [<mailto:dnadeau@victoria.ca>]
Sent: Saturday, September 19, 2015 11:22 AM
To: Borschneck, Lindsay TRAN:EX
Cc: Debbie Nadeau; Colleen Mycroft
Subject: Follow Up: Meeting with Minister Stone and Mayor Helps

Hello Lindsay,

Thank you for arranging the meeting between Minister Stone and Mayor Helps on Monday, October 5th at 10:30am - 11:00am. The topics of discussion are Belleville, Rail and Uber. Jason Johnson, City Manager, will also be attending the meeting. Please let me know if you need any more information.

Have a fantastic day.

Kind regards,

Debbie Nadeau
Executive Secretary
Mayor's Office
City of Victoria

1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0597 F 250.361.0248

From: Borschneck, Lindsay TRAN:EX [Lindsay.Borschneck@gov.bc.ca<<mailto:Lindsay.Borschneck@gov.bc.ca>>]
Sent: Thursday, September 17, 2015 12:13 PM
To: Debbie Nadeau
Subject: Meeting with Minister Stone and Mayor Helps

Good afternoon Debbie,

This email is to confirm the time and location of this meeting between Minister Stone and Mayor Helps. The meeting will take place October 5th at 10:30 am-11am in room 305 in the Legislature.

Thank you,

Lindsay Borschneck
Administrative Coordinator to the Honorable Todd Stone Minister of Transportation and Infrastructure
(250) 953-4852

Borschneck, Lindsay TRAN:EX

From: Debbie Nadeau <dnadeau@victoria.ca>
Sent: Saturday, September 19, 2015 11:22 AM
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Have a fantastic day.

Kind regards,

Debbie Nadeau
Executive Secretary
Mayor's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0597 F 250.361.0248

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Thank you,

Lindsay Borschneck
Administrative Coordinator to the Honorable Todd Stone Minister of Transportation and Infrastructure
(250) 953-4852

Borschneck, Lindsay TRAN:EX

From: Debbie Nadeau <dnadeau@victoria.ca>
Sent: Thursday, August 20, 2015 3:46 PM
To: Borschneck, Lindsay TRAN:EX
Cc: Debbie Nadeau; Colleen Mycroft
Subject: Follow Up: Contact Information - Executive Secretary - City of Victoria - Mayor Helps

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Lindsay,

Thank you for following up on the meeting request. As suggested, I have confirmed the Monday, September 21st 4:00pm meeting with Minister Stone at the UBCM Convention in Vancouver. Please let me know once a decision has been made. I look forward to hearing back from you.

Thank you again!

Debbie Nadeau
Executive Secretary
Mayor's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0597 F 250.361.0248



From: Borschneck, Lindsay TRAN:EX [<mailto:Lindsay.Borschneck@gov.bc.ca>]
Sent: Thursday, August 20, 2015 3:05 PM
To: Debbie Nadeau
Cc: Colleen Mycroft
Subject: RE: Contact Information - Executive Secretary - City of Victoria - Mayor Helps

Hi Debbie,

It was nice to meet you over the phone! So I just ran the idea by my Chief of staff and he said he will speak with the Minister and definitely take this idea into consideration. I will get back to you once a decision has been made. So as for now, keep the meeting at UBCM in case we are unable to accommodate. Additionally, we would be looking at late October/November.

Thank you and have a lovely day!

Lindsay Borschneck
Administrative Assistant to the Honourable Todd Stone
Minister of Transportation and Infrastructure
P.O. Box 9055, Stn Prov Govt, Victoria, B.C., V8W 9E2
P: 250.387.1978 F: 250.356.2290

From: Debbie Nadeau [<mailto:dnadeau@victoria.ca>]

Sent: Thursday, August 20, 2015 2:58 PM

To: Borschneck, Lindsay TRAN:EX

Cc: Debbie Nadeau; Colleen Mycroft

Subject: Contact Information - Executive Secretary - City of Victoria - Mayor Helps

Hi Lindsay,

It was a pleasure to speak with you today. As discussed, please find my contact information below. I look forward to hearing back from you about setting up a meeting time between Mayor Helps and Minister Stone.

Have a fantastic day.

Kind regards,

Debbie Nadeau
Executive Secretary
Mayor's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0597 F 250.361.0248





FEB 10 2015

Mayor Lisa Helps
City of Victoria
1 Centennial Square
Victoria BC V8W 1P6

Reference: 232650

Dear Mayor Helps:

Re: Victoria Regional Transit Commission Board Appointment

I am writing to congratulate you on your appointment to the Victoria Regional Transit Commission Board of Directors. There is some exciting work ahead of you as a member of the Board, and I hope you will find this to be an interesting and rewarding experience.

Enclosed are copies of the Order in Council and Certificate of Appointment.

I wish you all the best in your appointment.

Sincerely,

Todd G. Stone
Minister

Enclosures

Copy to: Susan Brice, Chair
Victoria Regional Transit Commission

Brea Shaw, Executive Assistant
Board Resourcing and Development Office



Canada
Province of British Columbia

PURSUANT to the *British Columbia Transit Act* and
Order in Council 754, approved and ordered December 19, 2014,

LISA HELPS

was appointed as a member of the
Victoria Regional Transit Commission
to hold office at pleasure.

A stylized, handwritten signature in black ink, likely belonging to the Minister of Transportation and Infrastructure.

*Minister of Transportation
and Infrastructure*

A stylized, handwritten signature in black ink, likely belonging to the Premier and President of the Executive Council.

*Premier and President
of the Executive Council*

PROVINCE OF BRITISH COLUMBIA
ORDER OF LIEUTENANT GOVERNOR IN COUNCIL

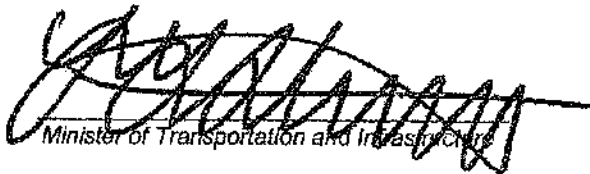
Order in Council No. 754

, Approved and Ordered December 19, 2014


Lieutenant Governor

Executive Council Chambers, Victoria

On the recommendation of the undersigned, the Lieutenant Governor, by and with the advice and consent of the Executive Council, orders that Lisa Helps is appointed as a member of the Victoria Regional Transit Commission to hold office at pleasure.


Minister of Transportation and Infrastructure


Presiding Member of the Executive Council

(This part is for administrative purposes only and is not part of the Order.)

Authority under which Order is made:

Act and section: British Columbia Transit Act, R.S.B.C. 1996, c. 38, s. 25

Other: _____

December 10, 2014

page 1 of 1

O/977/2014/27

Transportation, Minister TRAN:EX

Subject: FW: Meeting Request: Victoria Mayor Lisa Helps and Minister Stone

Importance: High

From: Colleen Mycroft [<mailto:cmycroft@victoria.ca>]
Sent: Monday, March 2, 2015 12:06 PM
To: Transportation, Minister TRAN:EX; Wolford, Jessica TRAN:EX; Gretes, George TRAN:EX
Cc: Colleen Mycroft
Subject: Meeting Request: Victoria Mayor Lisa Helps and Minister Stone
Importance: High

Good afternoon,

Mayor Lisa Helps and Councillor Pamella Madoff would like to meet with Minister Stone on two topics:

- The relocation of the Maritime Museum from Bastion Square to the Steamship Building
- Belleville Terminal

Would Minister Stone have 30 minutes in his schedule later this week or next week?

Thank you

Colleen Mycroft
Executive Assistant
City Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0202 F 250.361.0248



THE CITY OF VICTORIA



OFFICE OF THE MAYOR

The Honourable Todd G. Stone
Minister of Transportation and Infrastructure
Parliament Buildings
Victoria, BC V8V 1X4

February 25, 2015

Dear Minister Stone,

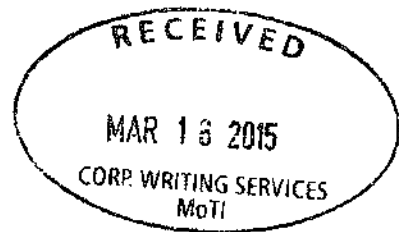
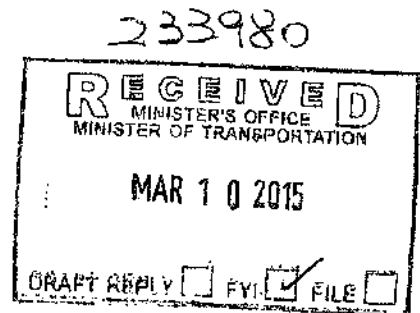
Thank you for your letter confirming my appointment to the Victoria Regional Transit Commission Board of Directors. I sincerely look forward to working with you.

I would also like to meet soon to discuss the Belleville Terminal and how Victoria can play a role in its revitalization.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lisa Helps'.

Lisa Helps
Victoria Mayor



Transportation, Minister TRAN:EX

From: Transportation, Minister TRAN:EX
Subject: FW: Thank you for meeting with Mayor Helps and Councillor Madoff

From: Debbie Nadeau [<mailto:dnadeau@victoria.ca>]
Sent: Friday, March 20, 2015 3:21 PM
To: Plamondon, Lea TRAN:EX
Cc: Debbie Nadeau; Colleen Mycroft
Subject: Thank you for meeting with Mayor Helps and Councillor Madoff

Good afternoon Minister Stone,

Mayor Helps would like to thank you for taking time out of your busy schedule to meet with her and Councillor Madoff on the afternoon of Tuesday, March 10th with regard to the Maritime Museum. Mayor Helps is also inquiring as to whether there has been any movement on the file from his office and what action his office might be taking. The Mayor looks forward to meeting with you again.

Sincerely,

Debbie Nadeau
Executive Secretary
Mayor's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.1597 F 250.361.0248



Transportation, Minister TRAN:EX

From: Stone.MLA, Todd <Todd.Stone.MLA@leg.bc.ca>
Sent: Monday, June 22, 2015 8:39 AM
To: Transportation, Minister TRAN:EX
Subject: FW: Ltr to Premier -- MMBC

-----Original Message-----

From: Lisa Helps (Mayor) [mailto:mayor@victoria.ca]
Sent: June 20, 2015 10:28 PM
To: Virk.MLA, Amrik; Stone.MLA, Todd; Oakes.MLA, Coralee
Cc: Office PREM:EX OfficeofthePremier
Subject: Re: Ltr to Premier -- MMBC

Ministers,

.s.16

As I

said to the Premier when we met last week, I've been really enjoying working with all of you since being elected, am grateful for the time and energy you're putting into Victoria (tech, Belleville, amalgamation study) and I look forward to continuing to working with you in a collaborative way to make a great capital city and a great province.

I'm wondering if there's some way forward we can find together for the Maritime Museum. I recognize that this is a complex file; solving it is going to require some creative, outside the box thinking.^{s.16}

s.16 and there is another alternative, equally suitable location that could be found. Reminds me of a postcard I got at the Museum of Vancouver "Happiness" Exhibit: "Every exit is also an entrance."

I'm standing by in partnership willing to look for a solution to keep the Maritime Museum and its collection that reflects our collective rich history in the capital city.

Happy to meet and find a way.

Lisa

--

Lisa Helps
Mayor, City of Victoria,
www.lisahelpsvictoria.ca<<http://www.lisahelpsvictoria.ca>>
250-661-2708
@lisahelps

"Cities have the capability of providing something for everybody only because, and only when, they are created by everybody."

- Jane Jacobs

On 2015-06-20, at 5:27 PM, Paul Crober wrote:

Ministers:

For your information.

Respectfully,

F. Paul Crober
North Saanich

Begin forwarded message:

From: Paul Crober <grube@me.com<mailto:grube@me.com>>
Date: June 20, 2015 at 14:46:52 PDT
To: "letters@timescolonist.com<mailto:letters@timescolonist.com>"
<letters@timescolonist.com<mailto:letters@timescolonist.com>>
Cc: "dobee@timescolonist.com<mailto:dobee@timescolonist.com>"
<dobee@timescolonist.com<mailto:dobee@timescolonist.com>>, Clay Evans
<clayevans@telus.net<mailto:clayevans@telus.net>>
Subject: Ltr to Premier -- MMBC

Dear Editor:

I am on the Executive of the Board for the Maritime Museum of BC. I have been encouraged to request that this letter I have sent to the Premier today be included in one of your Op-Ed selections.

Dear Premier:

I have been a BC Liberal voter since arriving in the province in 1990. I support your policies and think them realistic for the most part.

However, when it comes to history and our exceptionally important maritime heritage, without which there simply would be no BC — I believe your ministers have made incorrect and damaging assessments about two aspects of this heritage:

- the worth of the Maritime Museum of BC to the province as a whole
- the responsibility and fiduciary care that should be taken by the province with respect to the incredible and meaningful collection that comprises this Museum.

With respect to the former, I am not sure you or relevant Ministers/DMs/ADMs had ever visited the Museum before it was required by your Govt to leave the Bastion Square Courthouse (because the latter is in danger of falling down) but there are items and documents in the collection that far surpass in age and relevance the Courthouse itself. These include papers/artifacts from Captains' Cook and Vancouver, First Nations, the fur trade, whaling, exploration, charting of the coast, tow-boating, etc.

With respect to the second item (fiduciary care), even though there was a draft found by the Museum of the agreement to hand over both the building and the Museum from the City of Victoria to the Province in 1977, your govt today in the media (Times Colonist) suggested that it was not signed — and therefore invalid. Any judge involved in this would say — then please produce the signed copies of whatever agreement was signed. She/he would not be addressing the Museum either. She would be addressing the involved parties — The City of Victoria (which is now looking for the “signed” copy) and your government. Clearly there is a document. A Freedom of Information request could sort that out — but why be intransigent about it. Why not simply provide the Govt copy of said legal agreement? Surely the responsibility for the Courthouse and MMBC did not pass to the Province from the City of Victoria — without paperwork?

Why is the latter critical? It is so because the agreement lays out not only the transfer of the Courthouse (for \$1.00) to the province but also makes it clear that the deal includes fiduciary treatment of the Museum. That would not include the current treatment of stuffing the whole thing away in a warehouse simply because two ministries cannot agree on costs for the rent and/or upgrade of the earlier-agreed-to solution of the basement of the Steamship Building (owned by your govt and therefore with rent established by your govt). The latter seemed to be a done deal, after months of work, until a few weeks ago when something happened within your govt causing it to renege on all the previously demonstrated effort by senior public servants, Museum Staff and Board Members.

More relevantly, it should not even be necessary to raise the issue of the “unsigned” document. One would think that a province, to cite a small example, which has 75% of sea imports coming through its ports to Canada, would have enough interest in seeing a suitable home for the MMBC, the latter through no fault of its own having been removed from the Courthouse. By the way, a more than cursory examination of the Courthouse (that is, beyond the exhibition areas) would indicate a stunning lack of maintenance by SSI or its predecessors over the last many years. To what degree that contributed to its ultimate demise as a building safe for the public to visit would be an easy task to undertake despite the fact it is somewhat moot now.

Again, none of this should be necessary for a provincial govt that has some knowledge of its own province's critical maritime background and the clear and obvious requirement to ensure that such is preserved for public display — in perpetuity.

I do hope you will take some interest in this as it has been left up to disparate and conflicting ministries to get us to the sad situation within which the MMBC finds itself currently. Nothing that the Board or staff of the Museum has done or not done has in any way contributed to these issues. This disaster is entirely of Provincial Government making.

Thank you for your concern.

F. Paul Crober

Executive Member, Board of Trustees MMBC

11011 Tryon Place<x-apple-data-detectors://1/1>

North Saanich, BC<x-apple-data-detectors://1/1> V8L 5H6 250-508-4680<tel:250-508-4680>

Transportation, Minister TRAN:EX

From: Lisa Helps (Mayor) <mayor@victoria.ca>
Sent: Thursday, September 10, 2015 3:06 PM
To: Transportation, Minister TRAN:EX
Subject: 237758 Incoming - Time Sensitive - Maritime Museum of BC
Attachments: Minister Stone - Maritime Museum of BC.pdf

To the Honourable Todd Stone, Minister of Transportation and Infrastructure and Deputy House Leader;

On behalf of Mayor Lisa Helps, City of Victoria, please find attached this time sensitive letter.

Best regards,

Pam Delaney
Executive Secretary
Mayor/Manager's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.0200 F 250.361.0248





Honourable Todd Stone
Minister of Transportation and Infrastructure
Parliament Buildings, Rm 306
Victoria, BC V8V 1X4

September 10, 2015

Dear Minister Stone,

On behalf of Council and the City of Victoria, I am writing in support of the opportunity for the Maritime Museum of British Columbia (MMBC) to relocate into leased space in the historic CPR Steamship building. This location will give life to the Museum's long-held aspiration of a waterfront location that combines floating exhibits with interpretive exhibits within the building.

The MMBC's world-class collection in a harbour front location will highlight Victoria as both the maritime gateway to Canada and its prominence on the Pacific Rim. The relocation of the MMBC to the Legislative Precinct will add another element to the political, historical and cultural institutions already found in this area. The Royal B.C. Museum, Parliament Buildings, Bateman Gallery, Helmcken House historic site, Thunderbird Park and the Empress Hotel already play host to a wide variety of locals, tourists and students.

Over many years the MMBC, with modest staffing and dedicated volunteers, has showcased the maritime history of British Columbia. In a refreshed location the MMBC will become a must-see attraction on the Inner Harbour, providing our international visitors with a showcase of our rich maritime history. Tourism numbers are on the upswing and a relocated MMBC will do much to meet the expectations of the discerning international travelers that we host in British Columbia's capital city.

In recent months, the MMBC has been successful in raising funds and has received a \$500,000 letter of offer for improvement costs. The City of Victoria has also located the signed copy of the 1977 transfer of the Bastion Square Courthouse from the City to the Province of British Columbia; the terms of this transfer included an on-going obligation by the Province to house the collection of the Maritime Museum of BC and to retain the property in public ownership.

's.16

In order to complete the project before next summer, the Greater Victoria Harbour Authority has requested an update on Provincial support for the MMBC before the start of business on Tuesday, September 15, 2015.

Page 2

I cannot overstate the City of Victoria's support of this opportunity and the ideal location that is provided by the CPR Terminal building, and respectfully request the Province's support of this valuable cultural institution.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lisa Helps', written over a horizontal line.

Lisa Helps
Victoria Mayor

Cc. Honourable Christy Clark, Premier of British Columbia
Honourable Amrik Virk, Minister of Technology, Innovation and Citizens' Services
Honourable Peter Fassbender, Minister of Community, Sport and Cultural Development

Transportation, Minister TRAN:EX

From: Lisa Helps (Mayor) <mayor@victoria.ca>
Sent: Wednesday, October 21, 2015 9:25 AM
To: Transportation, Minister TRAN:EX
Cc: Paul Nursey; Dave Cowen; Jason Johnson
Subject: 251209 TIME SENSITIVE Belleville Terminal Phase Two and Chamber Lunch October 29th
Attachments: FINAL - Letter to Minister Stone re Eligible Entity - letter and appendices.pdf

Hello Minister,

We have all received an invite to lunch with you on October 29th with the Chamber of Commerce, with the promise that there will be an announcement that day. We have sent the attached letter to you by mail but are attaching it here as well because of the time sensitive nature. As we discussed when we met with you, together
s.16 of the Belleville Terminal.

However, as outlined in the attached letter, there are still two key decision points for our organizations to confirm the \$1 million contribution from TVIC.

As noted in the attached letter, we will have all of this sewn up and will be ready for an announcement the week of November 23rd. We're inquiring as to the nature of the announcement you'll be making on October 29th. Victoria Council will not have approved the new relationship with Tourism Victoria by this date; Council's consideration of the matter is set for November 19th. We would not want to see phase two announced prematurely before the matter been given consideration by Council. We need Council as well as TViC needs its stakeholders to have buy into and be champions of this process!

Please advise how we can best support you.

I'm happy to have a quick phone call with you or your staff if this would help.

Thanks so much and take care,

Lisa

--

Lisa Helps, Victoria Mayor
www.lisahelpsvictoria.ca<<http://www.lisahelpsvictoria.ca>>
250-661-2708
@lisahelps

"Cities have the capability of providing something for everybody only because, and only when, they are created by everybody."

- Jane Jacobs



October 19, 2015

The Honourable Todd Stone
Minister of Transportation and Infrastructure
PO Box 9055, Stn Prov Govt
Victoria, B.C.
V8W 9E2

Dear Minister Stone,

As a follow-up to our meeting Monday, October 5, we are writing to confirm our commitment to work with the Province of British Columbia to rapidly put together an agreement to secure the announcement of Phase Two of the three-phased Belleville Terminal project.

The City of Victoria and Tourism Victoria are in the process of renewing our relationship, which was last updated in 1988. There are four elements of this renewed relationship. Please see *Appendix A – Framework Agreement City of Victoria and Tourism Victoria*. We expect this to go to Victoria City Council on November 18, 2015.

Should this renewed relationship be successfully supported by both City Council and the Accommodation Sector in the City of Victoria, we are prepared to make the following commitments to move Belleville Terminal forward:

1. **Tourism Victoria is Granted Eligible Entity Status:** The City of Victoria moves from a "grandfathered status" community for MRDT to one where Tourism Victoria is the eligible entity for the tax. Renewal and approval of Tourism Victoria's tax status moves from annual renewal by City Council to renewal via City Council and an accommodation sector vote every five years. This puts Victoria in line with all community Destination Marketing Organizations created after 1997 and provides for a medium term planning horizon and predictability certainty for Tourism Victoria, allowing the organization to focus on building the business rather than preparing for the annual renewal process.
2. **Industry Contribution to David Foster Harbour Pathway:** The tourism industry, through Tourism Victoria, will make a \$1M dollar industry contribution to building the David Foster Harbour Pathway (DFHP). Please see attached *Appendix A – Framework Agreement City of Victoria and Tourism Victoria*. This investment is focused on Phase Two of the Belleville Street Terminal plan. Please see *Appendix B – Belleville Street Terminal Plan*. Both the DFHP and completion of the Belleville Street Terminal are important priorities of the City of Victoria strategic plan. The City of Victoria receives meaningful and concrete consideration for granting eligible entity status to Tourism Victoria and is treated as a true and meaningful partner. This industry contribution is a vital and important contribution in completing the long anticipated renewed Belleville Street terminal as it would largely secure resourcing for phase two of the terminal.
3. **Sales and Marketing at Victoria Conference Centre:** Until such time as ownership of the Victoria Conference Centre (VCC) reverts back to the Fairmont Empress in 2037 or sooner, the



TOURISM VICTORIA

tourism industry, through Tourism Victoria, is the lead on marketing and sales at the VCC. The MRDT that currently goes to the VCC to execute sales and marketing would instead go to Tourism Victoria to execute a robust sales and marketing plan for the VCC. The plan would have to be jointly approved by the City of Victoria and Tourism Victoria, as well as have meaningful business and revenue targets to ensure the City of Victoria can maintain and keep the VCC in good order and competitive in the marketplace. VCC business results will likely improve due to implementation of innovations in sales and marketing such as consistent branding, improved marketing and sales functions, and a reduction in duplication of efforts and investments. This is representative of the further deepening and operationalization of the Victoria Conference Optimization Network (VCON) program. The destination as a whole will benefit, as this will reduce duplication from the current state where both Tourism Victoria and the VCC conduct sales and marketing functions for the meetings business.

4. **Voluntarily Increase MRDT from 2% to 3%:** The framework of this renewed relationship supports the position of the BCHA and their four recommendations to enhance the MRDT program, formerly known as the Additional Hotel Room Tax. There are also a number of provincial requirements that are easily met by a strong Destination Marketing Organization such as Tourism Victoria.

<http://www.destinationbc.ca/getattachment/BC-Tourism-Industry/Municipal-and-Regional-District-Tax-Program/MRDT-Program-Requirements-Master-Document-September-1.pdf.aspx>

With the BCHA conditions met, it is hoped the Victoria accommodation community will vote to raise the ceiling of the MRDT from 2% to 3% in order to stay competitive with other communities in British Columbia. It is important to disclose that all communities who increase their MRDT ceiling from 2% to 3% must make a contribution of 0.2% to a Provincial Fund to support bids for major national and international events that support tourism. In all practical terms the MRDT collected from customers would increase from 2% to 3% and the MRDT for marketing and sales for the destination of Victoria, through Tourism Victoria, would increase from 2% to 2.8%.

Minister Stone, as you are aware Belleville Street Terminal has significant strategic importance to the City of Victoria and the Province of British Columbia. We would like to thank you and the Province of British Columbia for working with ferry operators to secure and announce Phase 1. These investments support not only the City of Victoria's strategic plan, but also important Province of B.C. strategic initiatives including the *B.C. On the Move* transportation plan and the *Gaining the Edge* tourism strategy. We are confident that you will work with your cabinet colleagues in both the Ministry of Finance and the Ministry of Jobs, Tourism and Skills Training to move this file to conclusion quickly.

With these combined contributions, local government and local industry are making significant investments to move this project along. Should we be able to announce Phase Two quickly, we are confident that by working together to advocate the federal government we can secure not only resourcing for Phase 3 but also ensure customs pre-clearance is considered in the design scope and implementation of the terminal. The City of Victoria along with a large industry delegation are conducting a mission to Ottawa from November 29 to December 3 to brief federal officials and political offices on this opportunity. It is clear that infrastructure is becoming an increasingly important federal priority and we hope to work with the Province of BC to influence the 2016 federal budget. We are grateful that one of your officials from the Ministry of Transportation is able to join us.



In conclusion we feel the City of Victoria and the tourism industry in Victoria are making significant commitments to move this project forward. We look forward to working with you to steer this partnership on Phase 2 to conclusion. This will require support, not only from the B.C. Ministry of Transportation, but also from the Ministry of Jobs, Tourism and Skills Training and Ministry of Finance.

We would be delighted to work with you to announce Phase 2 as soon as the week of November 23, 2015, with the exception of Tuesday Nov 24, as not all of our representatives are available that day.

Sincerely,

Lisa Helps,
Mayor, City of Victoria

Dave Cowen
Board Chair, Tourism Victoria

Attachments: Appendix A – Framework Agreement City of Victoria and Tourism Victoria
Appendix B – Belleville Street Terminal Plan

CC: The Honourable Shirley Bond, Minister of Jobs, Tourism and Skills Training
The Honourable Michael de Jong, Minister of Finance
Marsha Walden, President & CEO, Destination BC
Grant Main, Deputy Minister of Transportation & Infrastructure
Athana Mentzelopoulos, Deputy Minister of Jobs, Tourism and Skills Training
Paul Nursey, President & CEO, Tourism Victoria
Reid James, Chair, Hotel Association of Greater Victoria
James Chase, President & CEO, Hotel Association of British Columbia

Creating a New Win-Win-Win Relationship with the City of Victoria

Tourism Victoria and the City of Victoria are working towards a renewed relationship that provides benefits for the tourism industry, including the accommodation sector, in Victoria.

Eligible Entity Communications Package: Elements of the Framework

1. **Tourism Victoria is Granted Eligible Entity Status:** City of Victoria moves from a "grandfathered status" community for Municipal and Regional District Tax Program (MRDT) to one where Tourism Victoria is the eligible entity for MRDT. Renewal and approval of the Tourism Victoria tax status moves from annual renewal by City Council to renewal via City Council and accommodation sector vote every five years. This puts Victoria in line with all community Destination Marketing Organizations created after 1997 and provides for a medium term planning horizon and medium term predictability certainty for Tourism Victoria, allowing for Tourism Victoria to focus on building the business rather than preparing for the annual renewal process.
2. **Industry Contribution to David Foster Harbour Pathway:** The tourism industry, through Tourism Victoria, will make a \$1M dollar industry contribution over 11 years to building the David Foster Harbour Pathway (payment schedule attached). This investment is focused on phase two of the Belleville Street Terminal plan. Both the David Foster Harbour Pathway and completion of the Belleville Street Terminal are important priorities of the City of Victoria strategic plan. The City of Victoria receives meaningful and concrete consideration for granting eligible entity status to Tourism Victoria and is treated as a true and meaningful partner. This industry contribution is a vital and important contribution in completing the long anticipated renewed Belleville Street terminal as it would largely secure resourcing for phase two of the terminal.
3. **Sales and Marketing at Victoria Conference Centre:** Until such time as the ownership of the Victoria Conference Centre (VCC) reverts back to the Fairmont Empress in 2037 or sooner, the tourism industry, through Tourism Victoria, is the lead on marketing and sales at the Victoria Conference Centre. The MRDT that currently goes to VCC to execute sales and marketing would instead go to Tourism Victoria to execute a robust sales and marketing plan for the VCC. The plan would have to be jointly approved by the City of Victoria and Tourism Victoria, and have meaningful business and revenue targets to ensure that the City of Victoria can maintain and keep the VCC in good order and competitive in the marketplace. VCC business results will likely improve due to implementation of innovations in sales and marketing for the VCC, such as consistent branding, improved marketing and sales functions, and a reduction in duplication of efforts and investments. This is the further deepening and operationalization of the Victoria Conference Optimization Network (VCON) program. The destination as a whole will benefit as this will reduce current duplication from the current state where both Tourism Victoria and VCC sales and marketing functions for the meetings business.
4. **Voluntarily Increase MRDT from 2% to 3%:** The framework of this renewed relationship supports the position of the British Columbia Hotel Associations (BCHA) and the four recommendations of the BCHA to enhance the Municipal and Regional District Tax Program (formerly known as the Additional Hotel Room Tax). There are also a number of provincial requirements which are easily met by a strong Destination Marketing Organization such as Tourism Victoria. <http://www.destinationbc.ca/getattachment/BC-Tourism-Industry/Municipal->

[and-Regional-District-Tax-Program/MRDT-Program-Requirements-Master-Document-September-1.pdf.aspx](#) With the BCHA conditions met, it is hoped the Victoria accommodation community will vote to raise the ceiling of the MRDT from 2% to 3% in order to stay competitive with other communities in British Columbia. It is important to disclose that all communities who increase their MRDT ceiling from 2% to 3% must make a contribution of 0.2% to a Provincial Fund to support bids for major national and international events which support tourism. In all practical terms the MRDT collected from customers would increase from 2% to 3% and the MRDT for marketing and sales for the destination of Victoria, through Tourism Victoria, would increase from 2% to 2.8%.

Timeline

The timeline below outlines, at a high level, the steps and actions required to put this renewed framework into effect through various stages of approval.

September 2015: Concept of a renewed framework agreed to between Tourism Victoria and City of Victoria around Eligible Entity status. With this in place, key hoteliers with experience on BC Hotel Association Board of Directors, Chair of Hotel Association of Greater Victoria and Victoria Conference Optimization Network are briefed.

September 2015: Tourism Victoria Board of Directors approval of this framework is required to continue the discussions.

October 2015: Presentation to Hotel Association of Greater Victoria.

October – November 2015: Work to secure approval from accommodation community.

Late November 2015: Presentation to City Council in Victoria.

December 2015: Delegation to Ottawa to secure funding for Phase Three of Belleville Terminal.

January 2016: Application to Provincial Government for moving Victoria from a “grandfathered” community to Eligible Entity Status for Tourism Victoria and increase of MRDT from 2% to 3% submitted to the Province of British Columbia, with a planned effective date of January 1, 2017.

January – December 2016: Transition year with regards to Sales and Marketing at Victoria Conference Centre (VCC). Tourism Victoria will execute marketing for VCC on a Fee for Service contract. Tourism Victoria employs the currently vacant VCC Director of Sales position on a Fee for Service contract for one year as preparation for a shift in responsibility for VCC Sales & Marketing takes place. Effective January 1, 2017, all sales and marketing activities and employees will report to Tourism Victoria, thereby executing a plan jointly approved by the City of Victoria, Tourism Victoria and VCON with realistic but firm revenue targets for the City of Victoria.

Frequently Asked Questions

- 1. Why is it important to do this now?** Tourism Victoria faces several structural disadvantages compared to other community destination marketing organizations in British Columbia. Tourism Victoria operates in the politically fractured Greater Victoria region. In the two municipalities that do provide MRDT support at this time, Victoria and Saanich, annual renewal is required instead of a renewal cycle of once every five years. Most other communities in British Columbia have five

year renewal cycles. As a result, Tourism Victoria has to spend more time paying attention to the vagaries of local governments in this complex region, when more time can and should be spent on long term planning and sales and marketing. Tourism Victoria has largely been able to overcome these structural disadvantages due to its highly innovative and creative approaches to marketing, a very large and growing membership base of 875 engaged businesses¹, effective public affairs, and a very supportive hotel community through a voluntary Destination Marketing Fee (DMF) applied to marketing and sales efforts along with supporting Festivals & Events. Tourism Victoria risks having its structural disadvantages compounded if it falls behind its competitors with regards to MRDT rate and continuing with an annual renewal cycle in a fragmented landscape.

2. **Which other communities in British Columbia are working to raise the MRDT from 2% to 3%?** Vancouver started collecting the 3% MRDT on September 1, 2015. Our intelligence informs us that Whistler, Nanaimo, Kelowna, Kamloops, various communities in the Fraser Valley and Cranbrook are organizing to move from 2% to 3% now (note: there could be more and this list could change at any time). These communities are at varying stages of progress through the application process whereas Victoria has not started the application process yet. The reasons these communities are organizing now is that they feel they can build a temporary competitive advantage by increasing their marketing reach and building larger business development funds to secure meetings business. If executed well, this temporary community advantage could help these communities increase their market share at the expense of those who are not as organized.
3. **This is complex proposal with multiple elements, is that necessary?** When contemplating the various opportunities and our evolving relationship with the City of Victoria, it was important to structure a framework that had the best interests of all parties in mind. In building a renewed framework as industry (Tourism Victoria and Hotel Associations), we only want to go to governments (City of Victoria and Province of British Columbia) once and once only. This renewed framework addresses the needs and strategic priorities of the BC Hotel Association, Tourism Victoria, and the tourism industry as a whole in Greater Victoria, the City of Victoria, and the Province of British Columbia. While it is a complex proposal with compromise involved by several parties, it truly is win-win-win and creates a stable and more effective framework for years to come.
4. **Will increasing the MRDT from 2% to 3% make us decrease our competitiveness from a pricing point of view?** Attached to this package is summary of all the accommodation taxation rates across Canada provided by the Hotel Association of Canada. As you will see, this increase does not make British Columbia or Victoria out of line with other jurisdictions within Canada. At 16% (pre-DMF) hotels will still be lower than they were under HST with a greater proportion dedicated to demand generating marketing and sales. DMF hotels at 17.2 % will be roughly on par as before, and well in line with other markets in Canada.
5. **How would the increased MRDT revenue be invested?** The Government of British Columbia MRDT guidelines require a five year strategic plan and an annual business plan to

¹ Tourism Victoria's membership number includes some businesses which have membership in multiple membership categories. This is typical of many Destination Marketing Organizations across North America.

support the application and ongoing continuation in the program. Tourism Victoria is already operating on an approved three year strategic plan so this plan would need to be updated with an extended time horizon. Tourism Victoria's advisory committees and Board of Directors would be important inputs into the process along with broader stakeholder consultation. However in principle there are some straightforward opportunities that would drive excellent returns for the accommodation sector and the tourism industry as a whole. Currently Tourism Victoria invests in promotional activity in primary markets of Seattle, Vancouver and San Francisco and secondary markets of Portland, Calgary and Edmonton. Tourism Victoria refines and adjusts its approach in each market annually based on market performance and economic conditions. With increased investment Tourism Victoria could undertake more sustained activities in these vital source markets on a more predictable basis. Tourism Victoria could also deepen its current efforts to drive off-peak season business. Furthermore there are current partnership and co-op opportunities with Destination British Columbia and Destination Canada that Tourism Victoria is not fully able to take advantage of due to budget and capacity constraints. In summary Tourism Victoria could widen and deepen its reach in important markets where it already has brand presence and better leverage these dollars with partners driving more share of advertising voice for Victoria.

6. **If the Accommodation Sector raised the MRDT from 2% to 3% what will happen to the current 1% DMF to which many hoteliers contribute?** The main difference between MRDT and DMF is that MRDT is more stable and predictable. A DMF is always at risk due to competitive and legal pressures or other factors. Moving from 2% MRDT to 3% MRDT would effectively replace the current state of 2% MRDT and 1% DMF from most Victoria hoteliers. Smaller Inns and B&Bs (over 3 rooms) would also contribute to the full 3% MRDT whereas none currently contribute to the DMF. This would provide more equity. Should the Victoria Hotel Destination Marketing Association continue to see value in collecting a DMF it certainly could continue to do so.
7. **Why is moving from Grandfathered Status to Eligible Entity important?** The BC Hotel Association has long lobbied for the removal of the Grandfathered Status and to move destination marketing organizations to Eligible Entity status, but with reasonable controls of a five year renewal vote. This allows both industry and the local government to ensure there is accountability, transparency and alignment in the use of the 3% MRDT funds. Tourism Victoria would welcome this as it would allow for a five year renewal cycle (consistent with civic industry organizations like the Downtown Victoria Business Improvement Association) instead of the current annual approval process from the City of Victoria.
8. **What other communities still have Grandfathered status?** There are six remaining grandfathered communities in British Columbia who accessed the old Additional Hotel Room Tax (AHRT) program prior to it being updated and modernized in 1997. The six remaining communities are: Victoria, Saanich, Oak Bay, Whistler, Prince Rupert and Smithers. Vancouver has its own provincial legislation with regards to MRDT due to the complexity of the relationship with the Vancouver Convention Centre.
9. **What is the plan with Regards to Saanich?** Tourism Victoria receives MRDT from the City of Victoria and the District of Saanich. The vast majority comes from Victoria because hotels are

largely concentrated in Victoria. Once a renewed relationship is completed with the City of Victoria, Tourism Victoria can engage with the District of Saanich and accommodation providers in Saanich to discuss future options. We will keep Saanich briefed and informed through the process, but with Victoria the current focus, there is no timeline for these discussions at this time.

- 10. Why is it important to offer the City of Victoria a \$1Million dollar industry contribution to the David Foster Harbour Pathway/Belleville Phase Two?** Tourism Victoria and the BC Hotel Association both wish to move Tourism Victoria from grandfathered status to Eligible Entity status. The Union of British Columbia Municipalities has not been in favour of granting grandfathered communities eligible entity status in the past because it is seen as City Council *losing some control* by moving from an annual to a five year renewal. It is important that the City of Victoria be treated with respect and for Tourism Victoria to build a deeper and more collaborative relationship with the City of Victoria. The City of Victoria is motivated to complete the David Foster Harbour Pathway and Belleville Terminal and are important elements of the City of Victoria's Strategic Plan. These two assets are important elements of local tourism infrastructure, and will also benefit residents. This proposal is an innovative and creative way to create a win-win-win.
- 11. How is the David Foster Harbour Pathway progressing?** The City of Victoria has committed \$1M in 2015 towards the progress of the David Foster Harbour Pathway and has secured an additional \$800,000 partnership investment with the Province of British Columbia through Cycle BC to build two bridges connecting the Inner Harbour Pathway to Fisherman's Wharf. These improvements to the pathway will directly benefit several hotels on the inner harbour by allowing for easy of movement of customers, better access to their restaurants, patios, etc. The proposed \$1M industry contribution through this renewed relationship will accelerate development of the David Foster Harbour Pathway ensuring renewal of important infrastructure for residents and visitors alike.
- 12. Can Tourism Victoria afford to make the industry contribution to the David Foster Harbour Pathway/Belleville Phase Two and remain an impactful sales & marketing organization?** The proposed industry contribution payments are spread over 11 years and range in value from \$65,000 per annum in 2017 to the final payment of \$100,000 in 2028. In 2014 Tourism Victoria identified over \$300,000 in structural cost savings through a combination of reducing overhead and re-prioritizing resources from low priority activities (e.g. – Sales calls to India). When combined with a membership base that is growing briskly, improved performance from member buy ins to advertising platforms and better financial performance from business unites such as Visitor Services, Tourism Victoria can comfortably make these annual payments without disrupting core sales and marketing activities.
- 13. What is the benefit of having Tourism Victoria deliver the sales and marketing functions at the Victoria Conference Centre?** There will be synergies, additional efficiencies, a reduction in duplication in IT, sales efforts, memberships/directories etc. from the current state, and the application of a common brand and an integrated approach to positioning and marketing. This is essentially operationalizing the VCON process however; we need to ensure the City of Victoria's revenues from the VCC improve over time as the City of Victoria is the asset owner. Tourism Victoria fully understands this and improved revenue for VCC is also in

Tourism Victoria's best interest due to incremental hotel room revenues. When the innovation in sales & marketing from Tourism Victoria integrates with the experience, existing customer relationships of the respected sales team at the Victoria Conference Centre, results are bound to improve.

- 14. The Victoria Conference Centre currently has an advisory committee, what will happen to that advisory committee?** Tourism Victoria already has a committee structure providing advice to management and the Board of Directors. It would be logical that a meetings related committee could remain and be part of Tourism Victoria's overall governance structure.
- 15. Why is the Proposed Effective Date January 1, 2017?** While several other destinations are working quickly to increase their MRDT to build bigger business development funds and to expand their marketing reach, we felt it important to respect the contracting cycle of tour operators and to give customers reasonable notice. This time will also allow for smooth transition of the sales and marketing function at the VCC and for any unforeseen details to be managed effectively. It is also important to note that the Province of British Columbia is requesting that applications from communities for increased to MRDT be submitted at least nine months in advance. For these two reasons, January 1, 2017 is a reasonable timeline.
- 16. I am a small hotelier or innkeeper, what's in it for me?** In two words, the benefits for smaller hotels are compression and rate. It is important to stress that as growing demand fills hotels and inns, there is then greater compression on the hotels and inns with remaining rooms. Increased marketing reach equals more guests to Victoria which equals more hotel rooms sold at every star level. In 2015 we saw this occur and rate increased substantially for all concerned. The increased ability to expand our destination's marketing reach on the leisure side of the business, and to more effectively sell and confirm conference business and get business on the books will help all accommodators in Victoria in good times and in challenging times.
- 17. What are the Requirements of the Province of British Columbia to increase the Ceiling of MRDT?** There are revised and very clear provincial guidelines for raising the MRDT from 2% to 3%. These can be found here <http://www.destinationbc.ca/getattachment/BC-Tourism-Industry/Municipal-and-Regional-District-Tax-Program/MRDT-Program-Requirements-Master-Documents-September-1.pdf.aspx> These guidelines stress community consultation, alignment, increased reporting and accountability for outcome driven results. These are all principles that Tourism Victoria already undertakes and embraces. While some re-formatting of existing documents would be required, and more formal submissions required, Tourism Victoria already meets the threshold of the application process.
- 18. What is the Benefit to the Province of British Columbia?** The Province of British Columbia has renewed interest in the success of the tourism industry. They have started a coordinated policy approach to the tourism industry across its various ministries that touch or have levers into tourism. Just this year alone, the Province of British Columbia has invested \$17.4M in Belleville Terminal Phase One in partnership with ferry operators, and as previously mentioned, through its Cycle BC Initiative of \$800,000 to improve the David Foster Harbour Pathway connecting Fisherman's Wharf to the Inner Harbour. Being able to announce Phase Two of Belleville

Terminal and to have all parties (City of Victoria, Tourism Victoria, Hotel Association of Greater Victoria, Province of BC) focused on securing resourcing for Phase Three of Belleville Terminal is a win for all concerned and an example of collaboration across government and industry.



BELLEVILLE GATEWAY INTERNATIONAL TERMINAL

Briefing Update: Terminal Development

September 2014
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BELLEVILLE GATEWAY INTERNATIONAL TERMINAL

INTRODUCTION

The Belleville Terminal is a key strategic international gateway to Victoria's working inner harbour, a unique jewel for the city, region, and province. Victoria's inner harbour welcomes nearly 1 million passengers per year through ferries and float planes.

For many years, the two marine scheduled operators, Black Ball Ferry Line, operating the MV Coho, and Clipper Vacations, operating as Victoria Clipper, have provided a vital service, transporting travelers, and goods and services between Victoria and Washington State. The two operators alone bring more than 675,000 people every year into downtown Victoria, the most western international boarder crossing in North America. Economic impact assessments (2010 & 2012) indicate that the combined Black Ball and Clipper operations generate more than \$180 million annually in economic activity and together support some 4,450 jobs in the Victoria region. About 35% of the Black Ball traffic is Canadian, providing an important link to the United States for Vancouver Island and other Canadian residents. The average Clipper passenger spends \$376 per stay per person (2012).

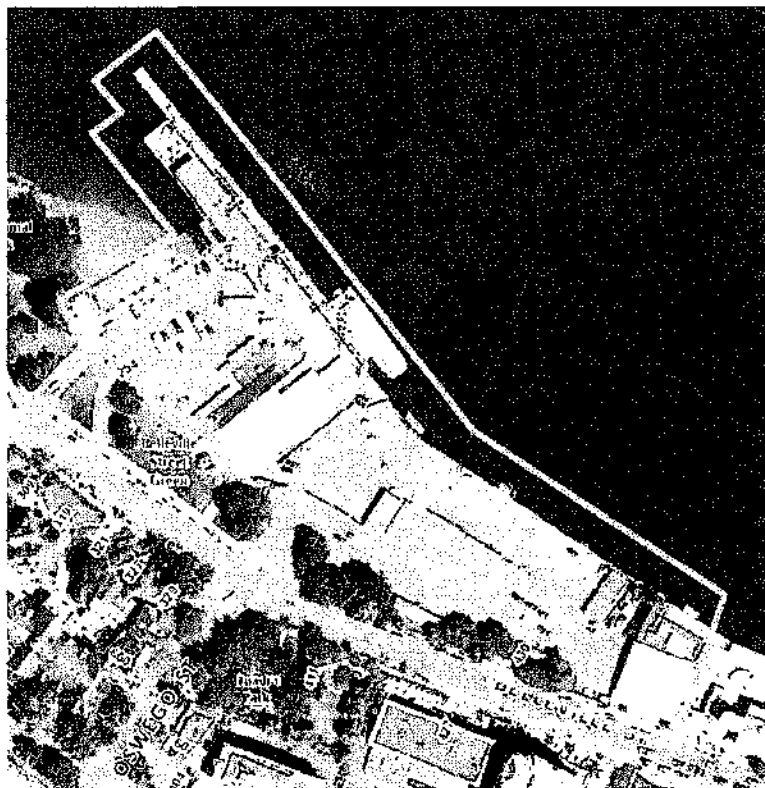
The development of a new Belleville Gateway International Terminal has been under discussion since 1993 when the "temporary" Clipper terminal was installed on the Belleville Street site, with the understanding that a new common ferry terminal would soon be constructed. Since then, many planning studies and concept plans have been prepared with respect to the development of a new terminal but without a successful outcome. The only outcome is that the infrastructure, already aging, is 30 years older. Previous proposals have been prepared by government agencies or other organizations taking the lead role. Moving forward, it is proposed that a new initiative be developed based on a cooperative planning and development program with key stakeholders.

In recent years several important initiatives have served to reinvigorate plans for a new terminal.

In 2002, the Greater Victoria Harbour Authority (GVHA) was incorporated as a not-for-profit society to act as an advocate for Victoria's working harbour. In 2012, GVHA negotiated a lease for the historic CPR Steamship building. Its investment and advocacy has been a catalyst for renewed interest in the Belleville terminal redevelopment.

In March 2013, Tourism Victoria released a Passenger Gateway Strategy. This process brought together a broad based group from the tourism community and outlined a vision, guiding principles, challenges, strengths and opportunities. The Strategy was developed using a consensus-based approach within the tourism community, while building relationships within the transportation and government sectors. The Strategy identified five short-term priorities for transportation to the region.

In January 2014, the Tourism Victoria Transportation Committee agreed to coalesce around the Ferry Terminal redevelopment priority and focus all efforts toward this goal. Other priorities would be re-assessed after success was achieved on ferry terminal redevelopment.



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The spring of 2014 has seen additional energy and vitality to drive progress around Belleville Terminal. Several factors have contributed to this energy: the transfer of ownership of the terminal from the Provincial Capital Commission to the Ministry of Transportation & Infrastructure; renewed emphasis on the strategic importance of the project by both the Greater Victoria Chamber of Commerce and Tourism Victoria; advocacy by groups, including GVHA; announcement of a federal New Build Canada Infrastructure Fund; and, the City of Victoria's Inner Harbour Dialogue process all combine to frame a unique opportunity to advance this project.

However, perhaps the most pressing driver is the least visible. The state of the current ferry terminal requires that some degree of action be taken to ensure the safe continuation of service, for Black Ball and Clipper operations.

In light of the strong community interest, Black Ball Ferry Line and Victoria Clipper see their role as a key champion for the project, working cooperatively with the Province through the Ministry of Transportation and Infrastructure who will play the pivotal strategic and coordinating role, collaborating with many other agencies and organizations to bring the new terminal to fruition.

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GUIDING PRINCIPLES

Guiding principles helps define the purpose and provides a framework for moving the project forward. It is recognized that the current dock and loading facilities at the terminal are inadequate and in critical need of replacement. The common goal is clear: the development of a safe, reliable, and welcoming ferry terminal in Victoria's spectacular Inner Harbour. Guiding principles moving forward include:

1. Victoria is an international transportation gateway to Vancouver Island, British Columbia, and Canada. A new terminal will promote travel to the Capital City in a safe, efficient and welcoming way.
2. A cooperative approach and ongoing engagement and partnerships with: Esquimalt and Songhees First Nations, Province of BC, Black Ball Ferry Line and Clipper Vacations, City of Victoria, US and Canada Customs and Border Security, Greater Victoria Harbour Authority, other organizations and agencies, and the community at large.
3. As a common-use terminal, design considerations include expansion capabilities to accommodate the potential for future domestic or international carriers, within schedule and capacity limitations of docking facilities.
4. The terminal will be designed to meet future passenger demand and support the efficient flow of customers including the implementation of customs pre-clearance measures.
5. The site must be planned and used efficiently, be affordable to the operators and end users, comfortable for customers and encourage passengers to maximize their Victoria experience.
6. The site must be planned to ensure safe and efficient ground transportation movement to expedite inbound and outbound passengers.
7. The terminal will support the City of Victoria's vision to revitalize the working harbour and complement the overall Inner Harbour environment and enhance the pedestrian experience along Belleville Street, contributing to the vision of David Foster Way. Maximize public view points and access, recognizing the safety and security requirements associated with customs and immigration and the logistics of significant marine transportation operations.
8. The terminal will adopt sustainable practices in its design and operations, and be respectful of the region's rich history.
9. The terminal project will be phased to allow for planned improvements matching realistic funding opportunities.
10. The terminal will respect neighbouring businesses and residences and ensure that sight-lines to the waterfront are preserved and enhanced.



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DEVELOPMENT VISION - A PHASED APPROACH

It is recognized that for planning and logistical reasons and to achieve realistic funding and budget timelines, the vision for the full build-out of a new Belleville Gateway International Terminal will happen on a phased basis. A three phased program is currently envisioned.

Marine infrastructure is expensive and phases of development must be matched with realistic funding opportunities. Areas of the dock infrastructure have suffered from a historic lack of maintenance, to the point that it has reached a state of urgency and must be addressed in Phase One. Within the work-plan of Phase One, is a careful site analysis to ensure that the principles pertaining to physical planning for a new terminal and support infrastructure are met. Structural and geotech analysis for Phase One dock improvements have been advanced and the extent the essential work that needs to be done and costing of same is well defined.

The development and timing of Phases Two and Three are more flexible. As details are developed, parties responsible and timelines for implementation could be enhanced or changed from what has been identified and will be dependent on funding commitments. Examples of visions for Phases Two and Three that came out of a Harbour Visioning charrette process sponsored by the City of Victoria in the Spring of 2014 are show conceptually the possibilities. Significantly, the concepts developed by different groups involved in the charrette process show consistent themes.



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PHASE 1

Most of Phase One improvements are mandatory upgrades to address public safety concerns and provide secure docking facilities for vessel use. It includes other passenger convenience measures and landscaping and related aesthetic all within the Belleville Terminal Provincial land holdings.

There is an urgent requirement to address deteriorating dock conditions at both the Black Ball and Clipper operation locations. Black Ball docks require a complete replacement of pilings and decking near and at the docking bulkhead. It will include a 0.2m rise in the deck level and dock realignment. In tandem with the dock replacement, Black Ball Ferry Line will replace its vehicle loading ramp and support facilities, and its stern tie-up dolphin. Black Ball will also construct new covered walk-off ramps from the ship through to customs, improve entry landscape features and signage, and undertake other cosmetic touch-ups.

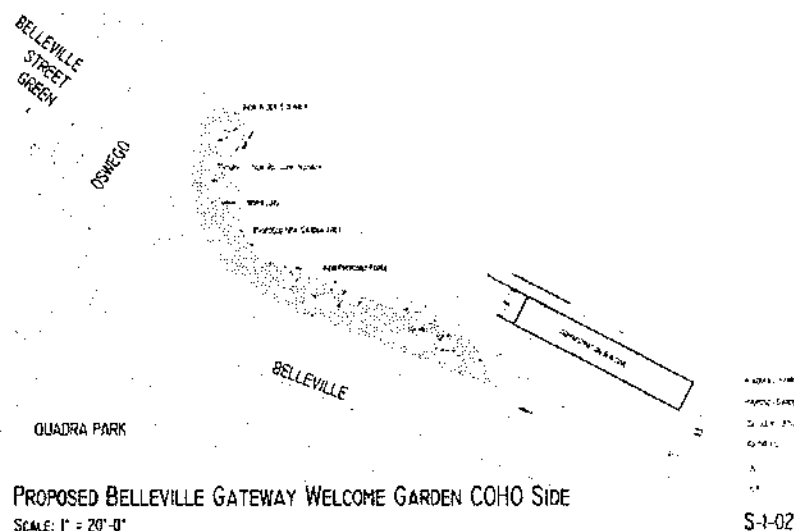
Significant investment is also essential for the replacement of deteriorated pilings and decking at the Clipper Navigation docks (western end of the Belleville docks) to permit continued operations. Phase One remedial work proposes to address immediate safety concerns and will be the most minimal repairs necessary to extend the dock life for an interim.

Because alternate temporary facilities are not readily available, dock replacement will be performed over three winter periods to minimize disruptions to operations, starting in the Fall of 2015 and completing as late as the Fall of 2017.

The capital works planned for the Black Ball Ferry docks will provide a full 50-year life cycle. Budget allocation for the dock facilities for the west end (Clipper docking) are temporary and will extend the life of the docking facilities for up to 15 years. The new terminal will require further changes to dock infrastructure towards the west side of the docks and it is only prudent to address the immediate essentials now and manage dock improvement costs on the west end and focus the balance of the dock improvements as part of the Phase 3 development of a new terminal.

At the Belleville / Oswego St corner, Phase One plans include enhancing the Belleville Gateway image and aesthetic, with landscaping and marine themed artworks and artifacts. Black Ball corner envisages marine artwork (large stainless steel propellers) and improved signage to create a welcoming experience.

Involvement in Implementation: The Province of BC and Black Ball Ferry Line will take the lead roles, with input from others, be involved/responsible for the coordination, planning, construction and funding of Phase One works.

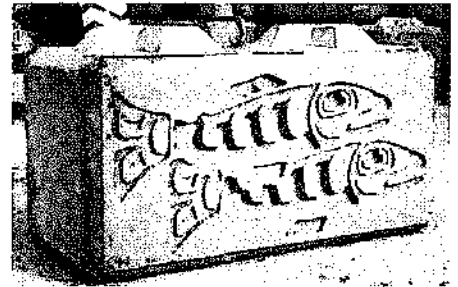


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VISION – PHASE 2

It is envisioned that Phase Two will address primarily public realm space, enhancing the connectivity between Belleville Street and the Inner Harbour. It will require the direct collaboration and participation of the City of Victoria as it relates to David Foster Way and in turn its implementation is dependent on funding availability.

Improvements for public and pedestrian enjoyment should include removing the unfriendly fencing along the west side of the current Belleville Street adjoining the Black Ball Ferry staging area and widening the pedestrian space as part of David Foster Way. To provide more interest and achieve improved views of the inner harbour, look-out observations points are envisaged with possible interpretive kiosks and additional landscape elements potentially comprising a marine or marine transportation theme. The viewing area at Point Hope Shipyards is a small version of what is imagined.

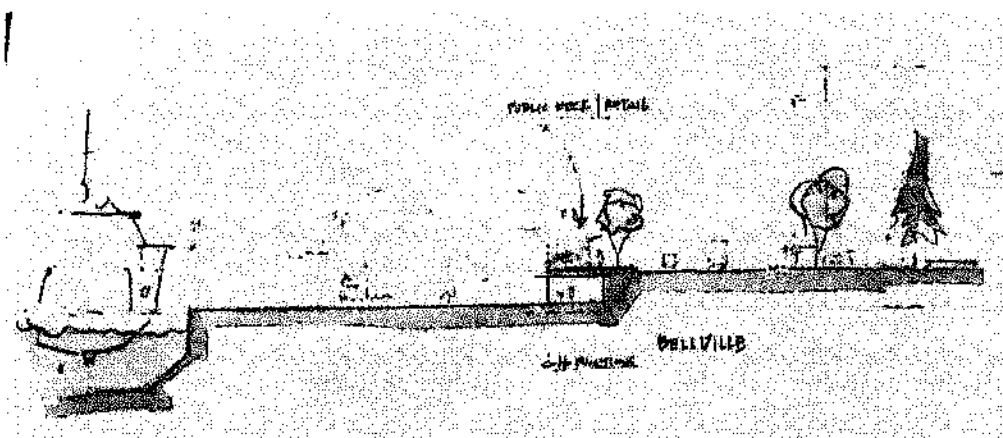


There is a nearly two metre drop in grade between the Belleville Street sidewalk and the parking lot for vehicles waiting to load onto the Black Ball that tapers toward the Oswego Street intersection. As Black Ball passengers/vehicles are processed through US customs prior to departure, the parking waiting area for the Black Ball must be made secure. Between extending the sidewalk to enhance the pedestrian experience, and meeting border security requirements, planning will require coordination between the City of Victoria, Black Ball Ferry Line, and the Province of BC, along with Border Security involvement. Attractive but secure fencing and allowing for public space and viewpoints can be designed to meet security and public accessibility needs.

Interim exterior improvements are anticipated for the Clipper Navigation operations buildings including replacement of front canopies.

A target date for completion of Phase Two is 2017, to coincide with "Canada 150". It is noted that other improvements have been identified for the general area as part of those celebrations. Of note is proposed Quadra Park upgrades (southeast corner of Belleville Street and Oswego) that proposes private sector (Butchart Gardens) investment to honour and celebrate the rich heritage of the region's First Nations. As an entry gateway into the new terminal, an important design consideration will be to respect and respond to future Quadra Park improvements.

Involvement in Implementation: It is envisioned that the City of Victoria, the Province of BC, Black Ball Ferry lines and Clipper Navigation and other agencies and the private sector will be involved/responsible for coordination, planning and construction of Phase Two improvements.



Schematic Drawings from Harbour Dialogue Workshop June 2014

BELLEVILLE TERMINAL – IMPROVEMENTS X-SECTION

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VISION – PHASE 3

The Phase Three vision is the largest and most complex of the phases. It is also the most exciting and affords the opportunity to dramatically improve the visitor experience and positively transform the character of the Inner Harbour. Conceptually, Phase Three will include: removing the existing modular buildings and providing interim facilities for Clipper Navigation operations; additional dock upgrades and raising of grades of the west side docks; re-alignment of access points from Belleville Street and other street improvements; enhanced passenger access and overall pedestrian experience; landscaping and signage, and, most importantly, the development of a new common-use terminal.

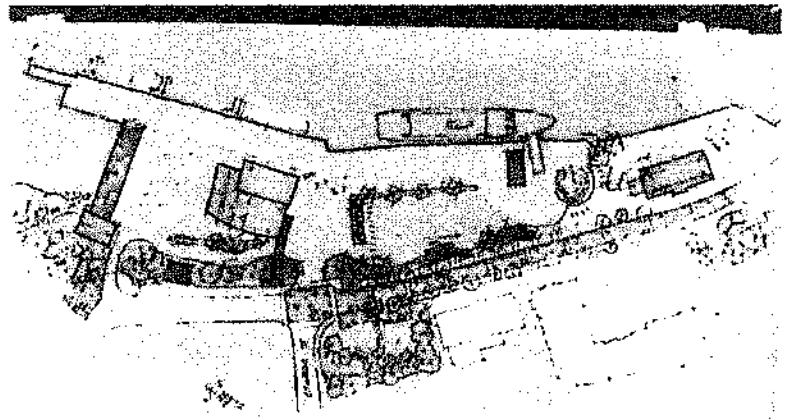
Preliminary concepts propose a functional and affordable, two-storey building sited on the Belleville Street property, at the extension of Oswego Street and that will allow for expansion as required. A circular drive-through is proposed, accessed from both Oswego and Pendray Streets. Ample space for off-street taxi and bus laybys and passenger pick-up and drop-off is envisioned without extensive cantilevered bridging between Belleville Street and the terminal building. A concept site plan can be found in Appendix A of this report.

The terminal will be designed on the model of best practices for international ferry terminals. Significant space considerations include US and Canadian border security and customs requirements, a large pre-clearance waiting area for passengers waiting for departures and service areas for Coho and Clipper operations. Limited residual commercial space is envisioned, as the intention is to move passengers in and out of the terminal quickly to maximize their experience in the City and points beyond. Preliminary space planning has identified a building of approximately 26,000 - 30,000 sq ft building on two floors, subject to final programming, with opportunities for future expansion.

The second floor will have dramatic views of the Inner Harbour and the design will take advantage of the views.

The proposed design must be serviceable and also must stay within manageable capital costs, while respecting the significance of the site within Victoria's Inner Harbour. With the users directly participating in the design and implementation, sound business planning is central to the mandate and to the success of the terminal.

Notwithstanding a strong business plan focus, it is recognized that transportation terminal facilities have, almost universally, relied on government participation in the capital cost to make the project come to fruition. The terminal will be a public amenity and a gateway to Victoria, Vancouver Island and the Province and, for many visitors, it is their first experience entering Canada.

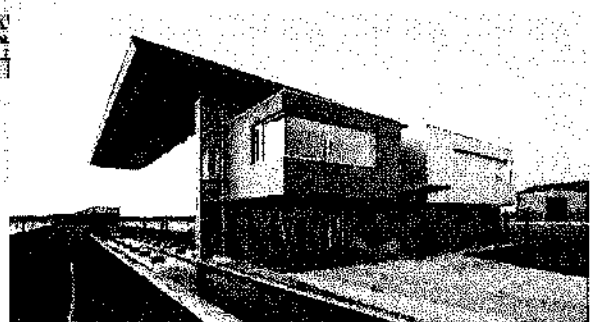


Schematic Drawings from Harbour Dialogue Workshop June 2014
BELLEVILLE TERMINAL SCHEMATIC PLAN



Schematic Drawings from Harbour Dialogue Workshop June 2014

BELLEVILLE TERMINAL – CONCEPT SECTION



Nanaimo Port Authority

DRAFT

Part of the complexity of the terminal project will be the provision of interim terminal space for the Clipper during construction. It will require the cooperation of the various parties, including the City of Victoria with municipal approvals, in finalizing a construction plan.

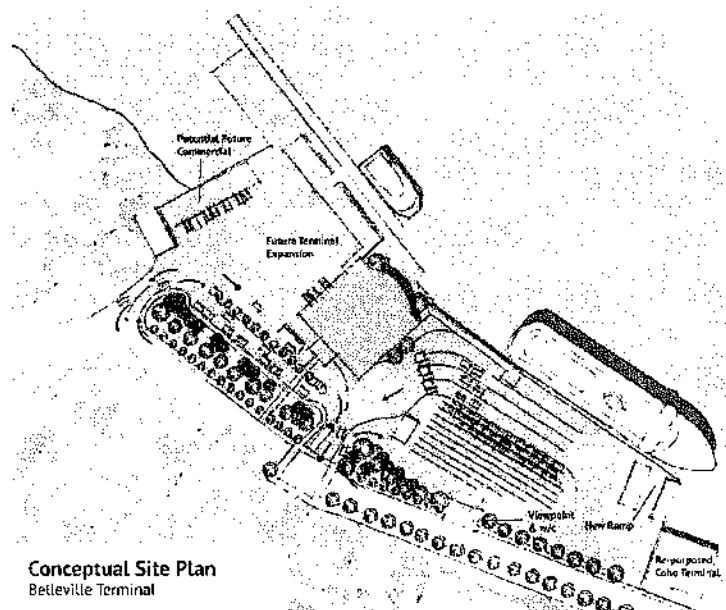
Phase Three development is extensive as it not only takes into account the terminal construction but will include a rebuild of the west side docks, grade changes and accommodating geotechnical issues. Phase One dock remediation will provide greater flexibility for completion date for Phase 3 from a dock safety perspective and can extend the timeframe for up to 15 years, but it doesn't improve the all-important passenger or community experience.

Preliminary planning for Phase Three is proposed to occur over 2015 and 2016 and relates to David Foster Pathway planning, with confirmation of designs and funding principles coinciding with the implementation of Phase Two of the overall plan in 2017/18. A targeted 6-year time horizon for implementation by the end of 2020 is intended to set challenging yet doable timelines, building on the success and momentum ideally developed in Phase One and Two and allow for planning, partnerships and funding arrangements to come together. The interim improvements to the Clipper Navigation docks will provide flexibility in the completion date of Phase Three but should not detract from the proposed target timelines objectives and the importance of the project as a primary international gateway to the region and Province.



BELLEVILLE TERMINAL – CONCEPT PERSPECTIVE

Involvement in Implementation: The Province of BC, Black Ball Ferry Lines/ Clipper Navigation, the City of Victoria, in collaboration with other organizations and agencies including the Government of Canada, GVHA and others will be involved/responsible for the coordination, planning and construction of Phase Three improvements.



DRAFT

MOVING FORWARD

Moving forward, the Province (MoTI) with Black Ball and Clipper Navigation will to continue to spear-head the project and advance the design and business planning work. But, success will require governments and agencies working positively together to bring the project to fruition.

As this process proceeds, meaningful engagement with First Nations will be an integral part of planning and programming.

In advancing the planning and design, business case development, and funding opportunities, the Province of BC, Black Ball and Clipper are committed to a cooperative framework involving partners and key stakeholders including the City of Victoria, the Government of Canada, the Greater Victoria Harbour Authority, in addition to other important groups and organizations that must inform the process including Tourism Victoria, Victoria Chamber of Commerce, Downtown Victoria Business Association, Victoria Esquimalt Harbour Society and the James Bay and Downtown Community Associations.

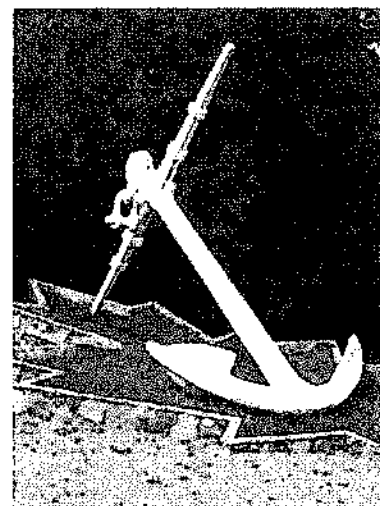
As the terminal project moves forward, it is envisaged that a steering committee will be established comprising key stakeholders to ensure that the community is informed.

FUNDING AND BUDGETS

Further development of plans will require collaboration with the Province of BC and City of Victoria as land owners and approving authorities to ensure integration between terminal improvements, Belleville Street and David Foster pathway and at that time tighter budgets can be developed. As stated in the principles, key to the success of this project is the phasing that will see realistic and positive incremental improvements that can build the momentum to target the completion of the vision for 2020.

As an international terminal funding partners for the project may include:

1. Government of Canada (as an international terminal and federal harbour).
2. Province of BC (as land owners and gateway entrance to the Province).
3. City of Victoria (as regulatory visionary for the harbour, lead agency in the development of the David Foster Pathway and jurisdiction for Belleville Street).
4. Other public agencies, including the GVHA and private sector contributions, (notably, private sector investment proposed for Quadra Park).
5. Black Ball Ferry Lines and Clipper Navigation (as terminal operators).



Ships Anchor

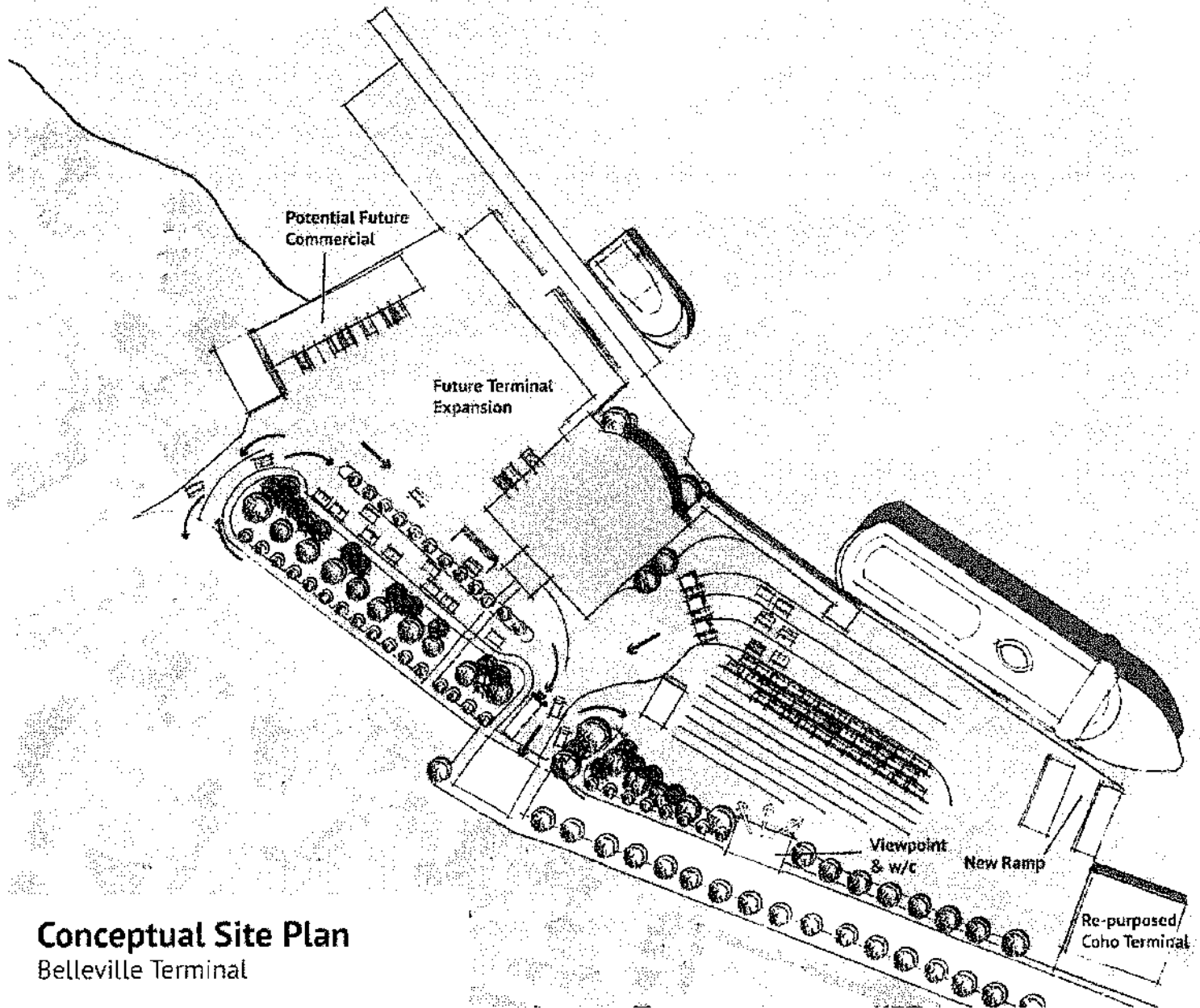
DRAFT

APPENDIX A

CONCEPTUAL SITE PLAN

DRAFT

CONCEPTUAL SITE PLAN



Transportation, Minister TRAN:EX

From: Lisa Helps (Mayor) <mayor@victoria.ca>
Sent: Friday, October 23, 2015 8:40 PM
To: s.22
Cc: OfficeofthePremier, Office PREM:EX; Transportation, Minister TRAN:EX;
<mayorandcouncil@vancouver.ca>; Lisa Helps (Mayor)
Subject: FYI Re: UBER IN B.C.

Thanks s.22 I support moving in the direction of Uber and I look forward to working with the province should they move in this direction as well. I used Uber while I was in San Francisco; it was safe, convenient and provided easy entry for very small scale entrepreneurs.

--
Lisa Helps
Mayor, City of Victoria,
www.lisahelpsvictoria.ca<<http://www.lisahelpsvictoria.ca>>
250-661-2708
@lisahelps

"Cities have the capability of providing something for everybody only because, and only when, they are created by everybody."
- Jane Jacobs

On 2015-10-23, at 3:45 PM, s.22
s.22

wrote:

Please stop protecting a pretty useless collection of taxi operators (often bad drivers with a distinct lack of charm & a terrible sense of direction) and introduce legislation to bring another form of efficient transportation into the public domain. GO UBER!

s.22

Transportation, Minister TRAN:EX

From: Lisa Helps (Mayor) <mayor@victoria.ca>
Sent: Tuesday, October 27, 2015 9:40 PM
To: OfficeofthePremier, Office PREM:EX; Minister, MTIC MTIC:EX; Oakes.MLA, Coralee LASS:EX; Transportation, Minister TRAN:EX; Bond.MLA, Shirley LASS:EX
Subject: FYI Victoria named #3 place in Canada to do business!

Hello Premier and Ministers,

Last week Victoria City Council unanimously adopted Making Victoria: Unleashing Potential the City's Economic Action Plan. And, just today, ProfitGuide.com<<http://ProfitGuide.com>> named Victoria the #3 place in Canada to do business: <http://www.profitguide.com/manage-grow/strategy-operations/canadas-most-business-friendly-places-93994> Of course we're aiming for #1! But #3 in the country is a really good starting point from which to launch our Economic Action Plan.

We look forward to continuing to work with your government on all of the areas of overlap between our plan and your plans. I will have staff in my office send a copy of Making Victoria in its final form to each of you.

Thanks for your ongoing support and partnership,

Lisa

--
Lisa Helps
Mayor, City of Victoria,
www.lisahelpsvictoria.ca<<http://www.lisahelpsvictoria.ca>>
250-661-2708
@lisahelps

"Cities have the capability of providing something for everybody only because, and only when, they are created by everybody."

- Jane Jacobs

Transportation, Minister TRAN:EX

From: Lisa Helps (Mayor) <mayor@victoria.ca>
Sent: Friday, November 6, 2015 10:11 AM
To: Transportation, Minister TRAN:EX
Subject: Fwd: Vancouver puts pressure on the Province re: Uber
Attachments: Screen Shot 2015-10-30 at 1.25.37 PM.png

s.16

--
Lisa Helps, Victoria Mayor
www.lisahelpsvictoria.ca<<http://www.lisahelpsvictoria.ca>>
250-661-2708
@lisahelps

"Cities have the capability of providing something for everybody only because, and only when, they are created by everybody."

- Jane Jacobs

Begin forwarded message:

From: Michael van Hemmen <mvh@uber.com<<mailto:mvh@uber.com>>>
Subject: Re: Vancouver puts pressure on the Province re: Uber
Date: November 2, 2015 at 10:53:21 AM PST
To: "Lisa Helps (Mayor)" <mayor@victoria.ca<<mailto:mayor@victoria.ca>>>
Cc: Jason Johnson <jjohnson@victoria.ca<<mailto:jjohnson@victoria.ca>>>

Mayor,

The minutes aren't up online yet which I think is why the media coverage ranged from

*

Vancouver City Council votes to move forward with Uber possibility (VanCity Buzz)<<http://www.vancitybuzz.com/2015/10/vancouver-city-council-votes-uber-possibility/>>

* Vancouver still not ready for Uber ride sharing service, councillors say (CTV Vancouver)<<http://bc.ctvnews.ca/vancouver-still-not-ready-for-uber-ride-sharing-service-councillors-say-1.2635749>>

I've take a screen shot of the motion Council passed from the livestream (3:56:26) and attached it below.

Given there are currently cross-boundary issues in many municipalities (more than just Metro Vancouver) the wording I would suggest would be simpler and more straight forward.

"To improve transportation options for Victoria residents and environmental outcomes, we call on the Minister of Transportation to establish an appropriate policy framework for ridesharing service in the province."

Given some of your recent tweets about bicycling in Copenhagen, I thought you and your staff might also appreciate this report on the benefits of ridesharing in Stockholm from Copenhagen Economics<<http://www.copenhageneconomics.com/dyn/resources/Publication/publicationPDF/0/320/1441009386/economics-benefits-of-peer-to-peer-transport-services.pdf>>.

The Suzuki Foundation also included a little shoutout to ridesharing in their climate change submission to the provincial government this summer.

Happy to chat through this and provide any support you need.

Michael

[Screen Shot 2015-10-30 at 1.25.37 PM.png]

On Mon, Nov 2, 2015 at 10:31 AM Lisa Helps (Mayor) <mavor@victoria.ca<<mailto:mavor@victoria.ca>>> wrote:

Thanks Michael. My impression from the media was that Vancouver Council DIDN'T move ahead with support for UBER?! Can you send me the recommendation they passed in support of UBER? I will then craft something for my council that is parallel wording wise.

Sent from my iPhone

On Nov 2, 2015, at 10:29 AM, Michael van Hemmen <mvh@uber.com<<mailto:mvh@uber.com>><<mailto:mvh@uber.com><<mailto:mvh@uber.com>>>> wrote:

Mayor Helps,

I was wondering if you saw that the City of Vancouver passed a motion calling on the Minister of Transport to establish a policy framework for ridesharing in the province. While media coverage didn't fully grasp the importance of this step, it was a key step forward in our plan to bring Uber to British Columbia.

Last week Uber also released a blog<<http://newsroom.uber.com/vancouver-ca/2015/10/working-together-to-bring-uber-to-bc/>> showing that the app was opened by more than 25,000 people in BC last month. While the blog showed massive interest from west Vancouver to Chilliwack on the Lower Mainland and Parksville to Victoria on the Island, the attached image shows that there is also significant interest in other communities such as Kelowna, Kamloops, and Prince George (if you're wondering about the two dots near Bellingham those were folks with BC area codes).

The province has a significant opportunity to take advantage of that support by adopting legislation that embraces ridesharing. Current rules were put into place well before mobile internet technology and ridesharing existed. It is time to update them.

Now that the City of Vancouver has come out calling on the province to update the regulatory framework I wonder if you would be interested in having a chat on next steps.

Let me know if there's a time that works for you.

Michael

PS Loved the biketoria hashtag. Hope the conference went well

--

[photo]

Michaelivan Hemmen
Public Policy Manager

t: 778.863.9906<<tel:778-863-9906>>

e: mvh@uber.com<<mailto:mvh@uber.com>><<mailto:mvh@uber.com><<mailto:mvh@uber.com>>>

<BC Eyes on Uber Map.png>

l on the Minister of Transport, working in
cal governments in the region, the PTB, I
and other key user stakeholder groups (e
ity, seniors, the Port and tourism), to par
roundtable process to examine the issues
nities for rideshare in Metro Vancouver w
ning an appropriate policy framework bef
sharing services in the province.

Underwood, Victor TRAN:EX

From: Lisa Helps (Mayor) <mayor@victoria.ca>
Sent: Tuesday, October 6, 2015 1:32 PM
To: Transportation, Minister TRAN:EX
Cc: Sauder, Kit TRAN:EX; Gilks, Greg E TRAN:EX; Volk, Kevin TRAN:EX; Jason Johnson
Subject: 250949 Thank you and follow up

Minister (Todd!)

Thanks for the great meeting yesterday. We look forward to working with you to move Belleville Terminal and other projects ahead. I briefed our Tourism Victoria partners on our meeting and they are happy about the timing of announcing phase two once we all come to the table with the dollars required. They are in the process of getting the s.16

s.16 We're aiming for November 4th. I share this information about timing with you as it will help determine when you'd like to make the announcement.

Further to this, our TVIC colleagues are meeting with Deputy Minister of Jobs, Tourism, Skills Training on Thursday to discuss the Province's new guidelines for Destination Marketing Tax and TVIC's plans in this regard. If you are able to mention to Minister Bond that TVIC's proposal aligns with what your Ministry is working on with regard to Belleville and the s.16 I would appreciate it.

Thanks so much!

Lisa

--

Lisa Helps, Victoria Mayor
www.lisahelpsvictoria.ca<<http://www.lisahelpsvictoria.ca>>
250-661-2708
@lisahelps

"Cities have the capability of providing something for everybody only because, and only when, they are created by everybody."
- Jane Jacobs

Underwood, Victor TRAN:EX

From: Transportation, Minister TRAN:EX
Subject: FW: Thank you for meeting with Mayor Helps and Councillor Madoff

From: Debbie Nadeau [<mailto:dnadeau@victoria.ca>]
Sent: Friday, March 20, 2015 3:21 PM
To: Plamondon, Lea TRAN:EX
Cc: Debbie Nadeau; Colleen Mycroft
Subject: Thank you for meeting with Mayor Helps and Councillor Madoff

Good afternoon Minister Stone,

Mayor Helps would like to thank you for taking time out of your busy schedule to meet with her and Councillor Madoff on the afternoon of Tuesday, March 10th with regard to the Maritime Museum. Mayor Helps is also inquiring as to whether there has been any movement on the file from his office and what action his office might be taking. The Mayor looks forward to meeting with you again.

Sincerely,

Debbie Nadeau
Executive Secretary
Mayor's Office
City of Victoria
1 Centennial Square, Victoria BC V8W 1P6

T 250.361.1597 F 250.361.0248



Underwood, Victor TRAN:EX

From: Stone.MLA, Todd <Todd.Stone.MLA@leg.bc.ca>
Sent: Monday, June 22, 2015 8:39 AM
To: Transportation, Minister TRAN:EX
Subject: FW: Ltr to Premier -- MMBC

-----Original Message-----

From: Lisa Helps (Mayor) [mailto:mayor@victoria.ca]
Sent: June 20, 2015 10:28 PM
To: Virk.MLA, Amrik; Stone.MLA, Todd; Oakes.MLA, Coralee
Cc: Office PREM:EX OfficeofthePremier
Subject: Re: Ltr to Premier -- MMBC

Ministers,

s.16 As I
said to the Premier when we met last week, I've been really enjoying working with all of you since being elected, am grateful for the time and energy you're putting into Victoria (tech, Belleville, amalgamation study) and I look forward to continuing to working with you in a collaborative way to make a great capital city and a great province.

I'm wondering if there's some way forward we can find together for the Maritime Museum. I recognize that this is a complex file; solving it is going to require some creative, outside the box thinking. s.16
s.16 and there is another alternative, equally suitable location that could be found. Reminds me of a postcard I got at the Museum of Vancouver "Happiness" Exhibit: "Every exit is also an entrance."

I'm standing by in partnership willing to look for a solution to keep the Maritime Museum and its collection that reflects our collective rich history in the capital city.

Happy to meet and find a way.

Lisa

--

Lisa Helps
Mayor, City of Victoria,
www.lisahelpsvictoria.ca<<http://www.lisahelpsvictoria.ca>>
250-661-2708
@lisahelps

"Cities have the capability of providing something for everybody only because, and only when, they are created by everybody."
- Jane Jacobs

On 2015-06-20, at 5:27 PM, Paul Crober wrote:

Ministers:

For your information.

Respectfully,

F. Paul Crober
North Saanich

Begin forwarded message:

From: Paul Crober <grube@me.com<mailto:grube@me.com>>
Date: June 20, 2015 at 14:46:52 PDT
To: "letters@timescolonist.com<mailto:letters@timescolonist.com>"
<letters@timescolonist.com<mailto:letters@timescolonist.com>>
Cc: "dabee@timescolonist.com<mailto:dabee@timescolonist.com>"
<dabee@timescolonist.com<mailto:dabee@timescolonist.com>>, Clay Evans
<clayevans@telus.net<mailto:clayevans@telus.net>>
Subject: Ltr to Premier -- MMBC

Dear Editor:

I am on the Executive of the Board for the Maritime Museum of BC. I have been encouraged to request that this letter I have sent to the Premier today be included in one of your Op-Ed selections.

Dear Premier:

I have been a BC Liberal voter since arriving in the province in 1990. I support your policies and think them realistic for the most part.

However, when it comes to history and our exceptionally important maritime heritage, without which there simply would be no BC — I believe your ministers have made incorrect and damaging assessments about two aspects of this heritage:

- the worth of the Maritime Museum of BC to the province as a whole
- the responsibility and fiduciary care that should be taken by the province with respect to the incredible and meaningful collection that comprises this Museum.

With respect to the former, I am not sure you or relevant Ministers/DMs/ADMs had ever visited the Museum before it was required by your Govt to leave the Bastion Square Courthouse (because the latter is in danger of falling down) but there are items and documents in the collection that far surpass in age and relevance the Courthouse itself. These include papers/artifacts from Captains' Cook and Vancouver, First Nations, the fur trade, whaling, exploration, charting of the coast, tow-boating, etc.

With respect to the second item (fiduciary care), even though there was a draft found by the Museum of the agreement to hand over both the building and the Museum from the City of Victoria to the Province in 1977, your govt today in the media (Times Colonist) suggested that it was not signed — and therefore invalid. Any judge involved in this would say — then please produce the signed copies of whatever agreement was signed. She/he would not be addressing the Museum either. She would be addressing the involved parties — The City of Victoria (which is now looking for the “signed” copy) and your government. Clearly there is a document. A Freedom of Information request could sort that out — but why be intransigent about it. Why not simply provide the Govt copy of said legal agreement? Surely the responsibility for the Courthouse and MMBC did not pass to the Province from the City of Victoria — without paperwork?

Why is the latter critical? It is so because the agreement lays out not only the transfer of the Courthouse (for \$1.00) to the province but also makes it clear that the deal includes fiduciary treatment of the Museum. That would not include the current treatment of stuffing the whole thing away in a warehouse simply because two ministries cannot agree on costs for the rent and/or upgrade of the earlier-agreed-to solution of the basement of the Steamship Building (owned by your govt and therefore with rent established by your govt). The latter seemed to be a done deal, after months of work, until a few weeks ago when something happened within your govt causing it to renege on all the previously demonstrated effort by senior public servants, Museum Staff and Board Members.

More relevantly, it should not even be necessary to raise the issue of the “unsigned” document. One would think that a province, to cite a small example, which has 75% of sea imports coming through its ports to Canada, would have enough interest in seeing a suitable home for the MMBC, the latter through no fault of its own having been removed from the Courthouse. By the way, a more than cursory examination of the Courthouse (that is, beyond the exhibition areas) would indicate a stunning lack of maintenance by SSI or its predecessors over the last many years. To what degree that contributed to its ultimate demise as a building safe for the public to visit would be an easy task to undertake despite the fact it is somewhat moot now.

Again, none of this should be necessary for a provincial govt that has some knowledge of its own province’s critical maritime background and the clear and obvious requirement to ensure that such is preserved for public display — in perpetuity.

I do hope you will take some interest in this as it has been left up to disparate and conflicting ministries to get us to the sad situation within which the MMBC finds itself currently. Nothing that the Board or staff of the Museum has done or not done has in any way contributed to these issues. This disaster is entirely of Provincial Government making.

Thank you for your concern.

F. Paul Crober
Executive Member, Board of Trustees MMBC
11011 Tryon Place<x-apple-data-detectors://1/1>
North Saanich, BC<x-apple-data-detectors://1/1> V8L 5H6 250-508-4680<tel:250-508-4680>