

FINANCE AND ADMINISTRATION COMMITTEE - JULY 6, 2011

UPLANDS GOLF AND SKI CENTRE CHAIR LIFT REPAIR / REPLACEMENT – WARD 5

Recommendation

The Commissioner of Community Services, in consultation with Uplands Operations Committee recommends:

- 1) That Option 2 for the purchase and installation of a new quad, fixed grip chair lift located at the Uplands Golf and Ski Centre at an estimated maximum cost of \$1,100,000 (excl. HST.) be approved; and,
- 2) That the project for the chairlift repair / replacement be added to the 2011 Capital Budget in an amount not exceeding \$1,100,000 (excl. HST.) with the funding source being the Uplands Reserve; and,
- 3) That staff immediately proceed to issue a tender for the replacement of the existing chairlift at Uplands Golf and Ski Centre; and,
- 4) That Council waive its policy, on a one time basis, to exclude the Uplands Reserve from the financial policy of the requirement of funds to be on hand to permit the account to be in a deficit position in advance of the revenue to be received from Uplands; and,
- 5) That the inclusion of the matter for the funding request for the Chairlift Replacement is deemed sufficient notice pursuant to Section 2(1)(C) and Section 2(1)(E).

Contribution to Sustainability

This report is consistent with the priorities previously set by Council in the Green Directions Vaughan, Community Sustainability Environmental Master Plan, Goal 4, Objective 4.1, Action 4.1.9:

- Support outdoor recreation activities that engage citizens and visitors in our natural and green spaces as described in Vaughan's "Active Together" Master Plan.

Economic Impact

It is the intent of the Uplands Golf and Ski Centre to be revenue neutral. All revenues received from the proponent will be deposited in the Uplands Reserve account and that all future capital projects for repair and replacement put forward through the annual capital budget process, as appropriate, be funded from the Uplands Reserve account.

The cost to replace the existing chairlift with a new quad chairlift is estimated between \$850,000 and \$1,100,000 with the source of funding being the Uplands Reserve. There are currently insufficient funds on hand to fund this request. There will be a reliance/commitment of future revenues. The Uplands Golf and Ski Pro Forma – Option 2 (Attachment 6) depicts that in order to fulfill the proposed Uplands Capital Plan, the Uplands Reserve will be in a deficit position until 2021, based on a conservative estimate of annual revenues (increasing from \$160,000 in 2011 to \$200,000 in 2013 and beyond). The average annual revenue received by the City of Vaughan over the last 5 years is \$196,917.

Communications Plan

The Management Company operating the Uplands Golf and Ski Club on behalf of the City of Vaughan will be made aware of Council's decision in this regard.

Purpose

To obtain Council authorization to replace the existing chairlift at Uplands Golf and Ski Centre.

Background - Analysis and Options

The Uplands Golf and Ski Club has a long history of providing leisure services and facilities to a large number of Vaughan residents and to a lesser degree, the Greater Toronto Area (GTA) citizens. The Uplands Golf and Ski Centre has been operational since the 1960's and provides year round recreational opportunities for residents of the City of Vaughan and surrounding municipalities.

The extensive community consultation as part of the City of Vaughan's "Active Together" Master Plan for the Provision of Parks, Recreation, and current trends indicate that participation (per capita) in both golf and skiing is increasing. Golfing or skiing at the Uplands Golf and Ski Centre promotes physical activity and social interaction – two primary focuses of the Physical Activity Strategy contained within the "Active Together" Master Plan.

The Uplands Ski Centre is an extremely popular and busy facility that is utilized by skiers of all ages and ability levels – on average 22,000 skiers per season. On any given weekday, Uplands Ski Centre welcomes between 40 – 100 students who are eager to learn to ski while enjoying the outdoors. Additionally, the Ski School conducts upwards of 10,000 lessons (individual and group) each ski season.

The existing chairlift was originally manufactured in 1982. In 1994, the previous facility operator (DDL) purchased and installed this used chairlift at the Uplands Golf and Ski Centre. The City of Vaughan contributed 50% of the total cost to supply and install the used chairlift in the amount of \$105,000. Given the age of the chairlift, regular inspections governed by the Technical Standards and Safety Authority (TSSA) Guidelines are mandatory before the lift can be used by the public (refer to Attachment 2). The last complete engineering review and assessment was completed on the chair lift in 2005. The cost for the review and subsequent repairs to the lift in accordance with TSSA directions totaled \$260,000. A complete engineering review and assessment is now required prior to the 2012 ski season.

In July 2010, Council awarded the Request for Proposal (RFP) for the Management of Uplands Golf and Ski Centre to Smirnov Golf Management Ltd. As identified in the RFP, the term of the agreement is five (5) years, commencing November 1, 2010 with two (2) five years optional extensions. The extensions are subject to review of the proponent's performance including revenue payments, operational efficiency of the golf and ski operations, and mutual agreement between the selected proponent and Uplands Operations Committee.

The City of Vaughan entered into a legal agreement with Smirnov Golf Management Ltd. (who have managed the Uplands Golf and Ski Centre since 2000) for the management of Uplands Golf and Ski Centre. This agreement was approved by Council on September 7, 2010. Clause 46 (iv) obliges the City of Vaughan to be responsible for any major structural repair of new construction required for the buildings, ski lift, water supply system, electrical system and any other physical plant at this facility, at the sole and absolute discretion of the City of Vaughan. In the options noted below, under the terms of the recently executed Management Agreement, it is the responsibility of the City of Vaughan to undertake major repairs or replacements of the facilities at the Uplands Golf and Ski Centre.

The Uplands Operations Committee (comprised of the Commissioner of Community Services, the Director of Parks Development, the Director of Parks Operation, the Director of Reserves and Investments and the Buildings Manager) and the Management Company have considered the potential options as outlined below:

Option 1 – Complete Engineering Assessment & Refurbishing

The existing double chair lift has been in service for 29 years and was assembled utilizing components from several different chairlifts systems. The average life cycle for this type of chairlift is between 25 – 30 years. A complete engineering assessment in accordance with TSSA directions is required prior to the 2012 ski season otherwise the ski facility can not open to the public. The complete engineering assessment is comprised of, but not necessarily limited to the following:

- Axle sheaves removed and NTD ultrasound tested;
- Chairlift towers – magnetic particle testing and base thickness measurements;
- Bull wheel and shaft NTD ultrasound tested;
- Service brake, emergency brake and anti-rollback brake tested;
- Counterweight cable inspected & tested;
- Concrete counterweight volume and mass inspected & tested;
- 24 volt electrical safety system for towers inspected & tested;
- Chairs removed, dismantled, inspected and tested.

The Management Company has received preliminary quotations for the engineering assessment of the lift. The cost, based on discussions with chairlift service companies is estimated to be \$85,800. This cost does not include any major remedial / repair to the lift that may be identified through the engineering assessment. There is also no guarantee of available parts as this lift is over 29 years old.

Additionally, it is estimated that up to \$30,000 may be required each year to keep this aging chairlift operational and safe for public use. It should be noted that there is no guarantee that the chairlift, even after it is repaired, would last more than two (2) years. Should Council approve this Option, the chairlift would be subject to a complete engineering assessment and refurbishing again prior to the 2017 ski season (every 5 years). Future costs for the complete engineering assessment and refurbishing can not be estimated at this time. The engineering assessment and any subsequent repairs can likely to be completed prior to December 15, 2011.

Option 2 – Purchase a New Chairlift

The purchase of a new quad, fixed grip chairlift, will double the uphill capacity at the Uplands Golf and Ski Centre. This increased capacity will facilitate a more enjoyable skiing experience by reducing wait times that have been problematic at Uplands in recent years. It is anticipated that, through the installation of a new quad chairlift, revenues from the ski operation will increase. Preliminary estimates indicate that revenues to the City may increase by \$140,000 for the period 2011-2015.

The cost for the design, supply and installation of a new quad, fixed grip chair lift is estimated to be \$850,000 - \$1,100,000 (excl. HST). TSSA annual inspections are still required with a new chairlift; however, the complete engineering assessment would not be required before 2026. A new chair lift would come with a five (5) year full warranty on the gear box and a two (2) year full warranty on all other parts and installation.

The Uplands Operations Committee investigated the feasibility of purchasing a double or a triple chair, fixed grip chairlift however, the cost of these are similar to that of a quad chairlift (the

physical plant is the same). For the same capital investment, a quad chair lift will double the uphill capacity of the Uplands Ski Centre.

Staff have prepared 11 year pro forma for Options 1 and 2 identifying future expected capital expenditures and projected revenues. In either Option, future revenues are required to fund the projects. A key financial policy approved by Council is the requirement of funds to be on hand prior to project approval. In order to proceed with the funding of this project, the Uplands Reserve account will be in a deficit position under further revenues are received. Should Council wish to proceed with Option 2, staff requests that Council waive its policy, on a one time basis, and exclude the Uplands Reserve from the financial policy of the requirement of funds to be on hand to permit the account to be in a deficit position. Appropriate interest expense will be charged to the account in order to ensure other City reserves are not subsidizing this program.

Option 3 – Conveyor Lift Systems

During the Infrastructure Stimulus Fund intake cycle, a grant application was made for the supply and installation of two (2) conveyor lift systems (Magic Carpet) that would have serviced the beginner hill and also the larger hills at Uplands. At the time of the grant application, the cost estimate for the supply and installation of the conveyor lift systems was \$850,000. This type of lift system is ideal for beginner skiers on small hills and is considered to be accessible.

The grant submission was not successful. In discussions regarding next steps to have the ski hill operational for the upcoming season, the Uplands Operations Committee determined that the best approach would be move forward with the replacement of the chairlift.

In making the decision on how best to service the existing skiers, the committee noted that 25% of the skiers that utilize Uplands are beginner skiers that would benefit from a conveyor lift system. However, the remainder of the skiers are accustomed to riding a chairlift to the top of the hill and their experience would be diminished if they were forced to ride two (2) conveyor systems to the top of the hill. Additionally, the location proposed for the conveyor systems will not adequately serve all of the ski runs as it situated along the northern most ski run (the conveyor system is limited by slope of the hill). The southerly runs will be more difficult to access utilizing this type of lift system. Further, riding two (2) conveyor lift systems to the top of the hill will take longer than riding a chair lift reducing the uphill capacity. For these reasons, this Option is not recommended by the Uplands Operations Committee.

It should be noted, and as indicated in Pro Forma 2, that the Uplands Operations Committee anticipates replacing the existing handle tow rope on the beginner hill with a Magic Carpet conveyor lift system.

Option 4 – Purchased Used Chairlift

The Uplands Operations Committee also considered the purchase of a used (between 3 – 7 years old), fixed grip, quad chairlift. Notwithstanding that there are no used chairlifts currently available for acquisition, the overall total costs to purchase, ship to the Uplands Ski Club, install, perform an engineering assessment and affect any TSSA required repairs approach \$500,000. A used chairlift (depending on its age) once operational also be subject to all TSSA inspections and any required repairs. For these reasons, this Option is not deemed viable by the Uplands Operations Committee.

Relationship to Vaughan Vision 2020 / Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the project will provide:

- STRATEGIC GOAL:
Service Excellence - Providing service excellence to citizens.

- **STRATEGIC OBJECTIVES:**
Pursue Excellence in Service Delivery; and Enhance and Ensure Community Safety, Health and Wellness - To deliver high quality services and to promote health and wellness through design and program.

Regional Implications

Skiers of all abilities from across York Region, including many public schools utilize the Uplands Golf and Ski Centre in the winter months for outdoor recreation purposes.

Conclusion

The Uplands Operations Committee support Option 2 – Purchase a New Chairlift. Some of the benefits of replacing the chairlift include:

- It supports outdoor recreation activities that engage citizens and visitors in our natural and green spaces as described in Vaughan’s “Active Together” Master Plan;
- Uplands Ski Centre is an extremely popular and busy facility that is utilized by skiers of all ages and ability levels – on average 22,000 skiers per season;
- the Ski School conducts upwards of 10,000 lessons (individual and group) each ski season;
- potential for increased revenue through increased uphill skier capacity.

If Council approves Option 2 staff would be prepared to issue a tender for the supply and installation of a new chairlift and associated facilities by the end of July 2011 with a potential tender award being executed under the Hiatus By-law. It is anticipated that the new lift could be supplied and installed by mid-January 2012 at an estimated cost of between \$850,000 - \$1,100,000 (excl. HST).

Should Council concur with the proposed funding request, this action would be considered an amendment to the Capital Budget. Pursuant to Bylaw 394-2002 before amending a budget, the municipality shall give notice of an intention to adopt an amendment to a budget consisting of publication of notice in a newspaper of a public meeting to consider the proposed amendment. Exception to this notice requirement is where such notice will interfere with Council's ability to conduct business with respect to an urgent or time sensitive matter. Council could specifically direct that some other public notice to be given which may be for a longer or shorter period or in a different form that Council considers adequate to give reasonable notice. Therefore, the inclusion of the matter in a staff report requesting funding for an urgent or time sensitive matter is deemed to be sufficient notice pursuant to Section 2(1) (C) and Section 2(1) (E) of Bylaw 394-2002.

Attachments

- Attachment 1 – Active TSSA Directives for Uplands Golf and Ski Club
- Attachment 2 – Director’s Guidelines Elevating and Amusement Devices Safety Division
- Attachment 3 – Existing Double Chair Lift (photos)
- Attachment 4 – Correspondence from Management Company
- Attachment 5 – Uplands Golf and Ski Centre Pro Forma – Option 1
- Attachment 6 – Uplands Golf and Ski Centre Pro Forma – Option 2

Report prepared by:

Paul Gardner, Director, Parks Development, Ext. 8858
Ferruccio Castellarin, Director of Reserves and Investments, Ext. 8271

Respectfully submitted,

Marlon Kallideen,
Commissioner of Community Services

Attachment 2 - Director's Guidelines Elevating and Amusement Devices Safety Division



Elevating and Amusement Devices Safety Division	Ref. No.: 224 / 07	Rev. No.:
DIRECTOR'S GUIDELINES	Date: June 25, 2007	Date:

IN THE MATTER OF:

THE TECHNICAL STANDARDS AND SAFETY ACT 2000,
S.O. 2000, c. 16

- and -

ONTARIO REGULATION 209/01 (Elevating Devices) made under the
Technical Standards and Safety Act, 2000

- and -

Section 24 of the Elevating Devices Code Adoption Document
dated June 1, 2001, as amended

Subject: Periodic Engineering Review and Assessment of Above-surface Passenger Ropeways
(Aging Ski Lifts)

Sent to: **All Passenger Ropeway Contractors and Consultants**

1. **DIRECTOR'S GUIDELINES**

1.1 **General**

1. All persons operating above-surface passenger ropeways in Ontario shall comply with Section 24 of the Elevating Devices Code Adoption Document, adopted in the Elevating Devices Regulation, and in accordance with the requirements stated in this Guideline.

1.2 **Frequency for Periodic Engineering Review and Assessment**

1. All above-surface passenger ropeways shall be subject to periodic engineering assessment as follows:
 - a) **first or initial engineering assessment:**
 - maximum 22,500 hours of operation,
 - without exceeding 15 years from the initial start-up,
(“initial start-up” means first permitted for use anywhere.)
 - b) **second engineering assessment:**
 - maximum 37,500 hours of operation,
 - without exceeding 25 years;
 - c) **third engineering assessment:**
 - maximum 45,000 hours of operation,
 - without exceeding 30 years;
 - d) **subsequent periodic engineering assessments:**
 - at every interval of 7,500 hours of operation,
 - without exceeding 5 years after the third engineering assessment.
2. Despite the frequency stated in 1.2.1, reporting due dates may deviate somewhat as permitted by the Director. Where such deviations occur the next reporting date noted on the registered copy of the Periodic Engineering Review and Assessment report will apply. For a current listing of device

installation numbers and their next scheduled frequency for the Periodic Engineering Review and Assessment, contact TSSA or obtain a copy of the **Aging Ski-Lift Periodic Engineering Review and Assessment Schedule** from the web site, www.tssa.org.

It is expected that by the end of 2007 all above-surface passenger ropeways made on and prior to 1992 will have submitted an engineering review and assessment as originally scheduled in Table # 1 of Director's Order 169/02.

1.3 Periodic Engineering Review and Assessment of Above-surface Passenger Ropeways

1. The Periodic Engineering Review and Assessment shall identify passenger ropeway parts that are affected by:
 - a) **fatigue and vibration** of both moving components and fixed structures causing cracks and fractures of connections and parent metal; and
 - b) **environmental factors** like snow, ice, rain, temperature, humidity, and dust causing corrosion and deterioration of structural, mechanical and electrical components, and shall determine the extent of their deterioration, and evaluate their security at time intervals established in section 1.2 of this bulletin.
2. The following sources shall be used as guides to appraise the security of the passenger ropeway parts:
 - a) **The latest version of CSA Standard Z98**
The latest version of CSA Standard Z98 shall be used as a guide to establish criteria to assess safety of parts impacted by an aging ropeway. Those parts of passenger ropeway installation requiring alteration, replacement and/or repair shall meet the requirements of the latest adopted version of CSA Standard Z98, and
 - b) **The requirements by Manufacturer/Designer of the Passenger Ropeway**
The requirements by Manufacturer/Designer of the Passenger Ropeway shall be used as a guide for those parts of the passenger ropeway installation requiring alteration, replacement and/or repair shall meet the requirements established by the manufacturer/designer of the passenger ropeway. Where manufacturer or designer is no longer in business, an engineer shall establish requirements for alteration, replacement and/or repair, and
 - c) **Non-Destructive Testing of Critical Components**
Non-Destructive Testing of Critical Components shall be undertaken for all above-surface passenger ropeway critical components. Any components to be tested that are not directly accessible shall be disassembled. The method of non-destructive, acceptance/rejection criteria, and other tolerances shall be in accordance with the specification specified by the manufacturer/designer. Where manufacturer or designer is no longer in business, an engineer shall perform that action.

Critical components are those parts of ropeway, the failure of which would immediately jeopardize passenger safety. The list of critical components of an above-surface ropeway shall include, but not be limited to the following:

MOVING COMPONENTS:

- Carrier, including grip, hanger, chair, or gondola;
- Drive and return sheaves including shafts;
- Line sheave assemblies and their attachments;
- Tension systems and their attachments; and
- Wire rope, including haul ropes, track ropes and counterweight ropes

FIXED STRUCTURES

- Drive terminal structure;
- Return terminal structure;
- Towers and cross-arms; and
- Catwalks

Identification of every critical component of an above-surface passenger ropeway shall be based on its definition and requirements contained in the latest adopted version of CSA Standard Z98 – Passenger Ropeways. According to the CSA Standard Z98, critical component means “ a component or system of components, the failure of which would immediately jeopardize passenger safety”.

All critical components shall be tabulated with identification, including the type of non-destructive testing conducted, rejection/acceptance criteria, findings, and recommendations. The recommendations may contain establishing program of inspection/maintenance, steps to repair, replace, and/or alter the critical components.

1.4 Reporting Engineering Review and Assessment Findings

1. A professional engineer shall certify the engineering review/assessment report. The report shall address:
 - a) guidelines established in Section 1.3; and
 - b) the requirements to correct all non-compliance related findings to achieve compliance with the requirements of Section 24 of the CAD under the Elevating Devices Regulation.
2. An owner shall attest that he/she will comply with the requirements of the certified engineering review and assessment report to achieve compliance with the requirements of Section 24 of the CAD under the Elevating Devices Regulation.

1.5 Compliance

1. The engineering review and assessment report prepared in accordance with the requirements of Section 1.4 of this Guideline shall be submitted to the Technical Standards and Safety Authority (TSSA) for its registration.
2. Prior to registering the report, TSSA shall evaluate an engineering and assessment report for its technical integrity and conformance to the requirements of this Guideline. The report shall be registered without conditions, registered with conditions or rejected with explanation.
3. An owner of an above-surface passenger ropeway shall not operate the ropeway prior to the registration of the certified engineering review and assessment report.
4. The requirements of Directors Order 169/02-r1 have been superseded with the release of this Guideline.

2. BACKGROUND

2.1 General

The Elevating Devices Regulation made under the *Technical Standards and Safety Act (TSS Act)* adopts the Elevating Devices Code Adoption Document (CAD). This Guideline is prepared in keeping with the Section 24 of the CAD that reads:

“Every above-surface passenger ropeway shall be subjected periodically to a complete engineering review and assessment to ensure its continued operational safety in accordance with guidelines set by the director.”

Section 24 of the CAD is intended to deal with the impact on the safety of above-surface passenger ropeway as a result of its age. Even though a ropeway is maintained to keep up with its original or current design/manufacturing specification during its life, over the period of time the following elements will still weaken parts of the ropeway that can fail accidentally:

- Fatigue and vibration of both moving components and fixed structures causing cracks and fractures of connections and parent metal; and
- Environmental factors like snow, ice, rain, temperature, humidity, and dust causing corrosion and deterioration of structural, mechanical and electrical components.

Above-surface passenger ropeways include those ropeways on which passengers are transported in rope-supported carriers and are not in contact with the ground or snow surface. Chair lifts, gondola lifts, and reversible ropeways are above-surface passenger ropeways.

Periodic engineering review and assessment of every above-surface passenger ropeway will ensure continued compliance with the TSS Act, Elevating Devices Regulation, and CAD, which in turn is intended to ensure continued operational safety.

This Guideline expounds upon the following criteria to meet the intent of Section 24:

- frequency for periodic engineering review and assessments;
- guidelines for periodic engineering review and assessment of above-surface passenger ropeways;
- reporting engineering review and assessment findings; and
- compliance.

This Guideline has been developed in consultation with the TSSA Ski Industry Advisory Technical Committee.

3. INSTRUCTIONS

1. Those recommendations of the engineering review and assessment report requiring major and minor alterations of the above-surface passenger ropeway shall be dealt in accordance with the requirements of the Technical Standards and Safety Act, Elevating Devices Ontario Regulation, and Code Adoption Document. All alterations may be submitted as one design submission. The design submission for major alteration(s) must be registered and inspected prior to the operation of the ropeway.
2. The fee prescribed in the fee schedule for evaluation of engineering review and assessment report will be charged to the submitter of the report.
3. Four copies of the engineering review and assessment report shall be submitted to TSSA. Upon registration of the report, TSSA will retain two copies (one for TSSA engineering & one for TSSA inspection), distribute one copy to the owner and one to the engineer.
4. Where the latest adopted version of CSA Standard Z98 – Passenger Ropeways and this Guideline requires action by a designer or manufacturer who is no longer in business, that action shall be performed by a professional engineer as defined in the Elevating Devices Regulation.
5. This Guideline establishes in-depth inspection and compliance requirements to ensure security of critical components of an above-surface passenger ropeway. In order to expedite registration of “Reporting Engineering Review and Assessment Findings” in accordance with Section 1.4 of this Guideline, it is critical that consistent “methodology” is applied to confirm compliance with this Guideline:

- Compile “as built” specification of the ropeway necessary to assess security of critical components of an above-surface passenger ropeway.
 - Identify critical components of an above-surface passenger ropeway subjected to fatigue, vibration, and environmental exposure for their inspection.
 - Prepare list of critical components and non-destructive testing methods to be applied for their inspection.
 - Where critical components to be inspected are not directly accessible, any disassembling required must be performed where deemed necessary.
 - Evaluate the findings of the inspection with a view to confirm the security of critical components.
 - Determine action (repair, replacement and/or alteration) taken or to be taken to secure the integrity of critical components.
6. Necessary non-destructive testing (NDT) may be spread (staggered) over a period not exceeding five years to assist planning for compliance with this Guideline in accordance with the “Frequency for Periodic Engineering Review and Assessment” established in Section 1.2.
7. The current “Periodic Engineering Review and Assessment” Report confirming compliance with this Guideline in keeping with the “Frequency for Periodic Engineering Review and Assessment” established in Section 1.2 shall be linked by reference to all previous “Periodic Engineering Review and Assessment” Report(s) for a specific passenger ropeway in order to justify and resolve the following conditions (where applicable):
- Next NDT cycle (other than Section 1.2 of this Director’s Order) for newly replaced parts identified in the previous “Periodic Engineering Review and Assessment” Report(s);
 - Compliance with all outstanding recommendations and conclusions identified in the previous “Periodic Engineering Review and Assessment” Report(s);
 - Compliance with “Notice of Registration of Design Submission with Conditions” attached to previous “Periodic Engineering Review and Assessment” Report(s) registered with the TSSA.
8. The current “Periodic Engineering Review and Assessment” Report shall be linked to previous (where applicable) “Periodic Engineering Review and Assessment” Reports for a specific passenger ropeway by referencing the design submission (DS) number listed under “Notice of Registration of Design Submission with Conditions” attached with the previous “Engineering Review and Assessment” Report registered with the TSSA.
9. This Guideline is not intended to replace any requirements contained in the latest adopted version of CSA Standard Z98 – Passenger Ropeways and Ontario Regulation.
10. This is a reminder that “Operation and Maintenance” requirements under Section 32 of the Ontario Regulation must be adhered at all times. When replacing parts of a ropeway, Section 32(5) of the Ontario Regulation applies. All work must be performed by qualified persons.

Roland Hadaller, P.Eng.,
 Director, Ontario Regulation 209/01(Elevating Devices) appointed under the *Technical Standards and Safety Act, 2000*,

This Guideline has been developed in consultation with the Elevating Devices Advisory Council.

Attachment 3 - Existing Double Chair Lift (photos)



Attachment 4 - Correspondence from Management Company

UPLANDS GOLF AND SKI CLUB

46 Uplands Avenue, Thornhill, Ontario L4J 1K2 P: (905) 889-3291 F: (905) 889-6559

May 31, 2011

Smirnov Management is supportive of efforts by the City of Vaughan's Golf and Ski Committee to construct a new Ski Chairlift System that would increase the lift capacity currently available by over 50% and would add to patron satisfaction with regards to reduced waiting times for these same patrons to access the lift.

On a busy weekend day there can be a wait of 15 – 18 minutes to get access to the Chairlift for an approximate 40 second run down one of the 4 Ski Trails available.

The current Chairlift has more than reached its' life cycle and a required audit of the system is due this fall. The last audit (they are good for periods of five years at a time) came in at a cost of well over \$200,000 and with the age of the current lift we cannot accurately predict what the update costs might be with the current audit.

The Uplands Ski facility is one of the busiest facilities in the Southern Ontario market and caters to and instructs thousands of skiers of all ages every season. A Quad Chairlift would in our opinion most certainly decrease the distraction of seeing long line-ups when you arrive at the boarding point and curtail any complaints with respect to these same line-ups.

The Uplands Ski Club provides a base for low cost Ski Lessons for Public Schools in the area and it is not unusual to have a School Group of 40 to 100 children in attendance almost every school day, throughout January and February.

Our own Teaching and Ski School Staff provides over 10,000 group and private lessons to individuals who reside in the area, ranging in age from as young as 4 years of age to Adults and Senior citizens.

It is also the opinion of our TSSA approved Lift Mechanic that repairs on the current chair lift might have annual expenditures for upkeep in the vicinity of \$20,000 - \$30,000 per annum, until the next audit due in 2016, unless of course a major break occurs during that time.

Finally it is our understanding that a new Chairlift would not be subject to a TSSA audit for a period of 15 years from the date of any installation.

Sincerely,



Scott Smirnov for Smirnov Golf Management Ltd.

Uplands Golf and Ski Centre Pro Forma
Option 1

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
January 1 (uncommitted)	\$564,225	\$426,490	\$274,884	\$55,570	\$15,765	(\$1,013,966)	(\$921,440)	(\$806,101)	(\$687,879)	(\$566,701)	(\$442,493)
Proposed Expenditures											
Annual General Repairs	\$103,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000
Chair Lift Audit / Repair	\$200,000										
Chair Lift Replacement					\$1,100,000						
Magic Carpet Lift		\$250,000									
Golf Course Watering System			\$315,000								
Ski Watering System				\$135,000							
Total Proposed Expenditure	\$303,000	\$315,000	\$380,000	\$200,000	\$1,165,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000
Estimated Revenues	\$160,000	\$160,000	\$160,000	\$160,000	\$160,000	\$180,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
	\$421,225	\$271,490	\$54,884	\$15,570	(\$989,235)	(\$898,966)	(\$786,440)	(\$671,101)	(\$552,879)	(\$431,701)	(\$307,493)
Interest Revenue	\$5,265	\$3,394	\$686	\$195							
Interest(Expense)					(\$24,731)	(\$22,474)	(\$19,661)	(\$16,778)	(\$13,822)	(\$10,793)	(\$7,687)
Estimated Ending Balance December 31	\$426,490	\$274,884	\$55,570	\$15,765	(\$1,013,966)	(\$921,440)	(\$806,101)	(\$687,879)	(\$566,701)	(\$442,493)	(\$315,181)

Uplands Golf and Ski Centre Pro Forma
Option 2

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
January 1 (uncommitted)	\$564,225	(\$490,744)	(\$523,513)	(\$721,101)	(\$600,753)	(\$733,647)	(\$613,613)	(\$490,579)	(\$364,468)	(\$235,205)	(\$102,710)
Proposed Expenditures											
Annual General Repairs	\$103,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000
Chair Lift Replacement \$1,100,000											
Magic Carpet Lift					\$250,000						
Golf Course Watering System			\$315,000								
Ski Watering System		\$135,000									
Total Proposed Expenditure	\$1,203,000	\$200,000	\$380,000	\$65,000	\$315,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000	\$65,000
Estimated Revenues											
	\$160,000	\$180,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
	(\$478,775)	(\$510,744)	(\$703,513)	(\$586,101)	(\$715,753)	(\$598,647)	(\$478,613)	(\$355,579)	(\$229,468)	(\$100,205)	\$32,290
Interest Revenue											\$404
Interest(Expense)	(\$11,969)	(\$12,769)	(\$17,588)	(\$14,653)	(\$17,894)	(\$14,966)	(\$11,965)	(\$8,889)	(\$5,737)	(\$2,505)	
Estimated Ending Balance December 31	(\$490,744)	(\$523,513)	(\$721,101)	(\$600,753)	(\$733,647)	(\$613,613)	(\$490,579)	(\$364,468)	(\$235,205)	(\$102,710)	\$32,694