



City Council Meeting Agenda

Monday, April 17, 2023 – Council Chambers, City Hall

Call to Order: 10:30 AM
Recess: 12:30 PM to 1:00 PM
Public Hearing(s): 5:00 PM

1. Closed Meeting (to last approximately 2 hours)

1.1. Motion to go into Closed Meeting

1.1.a. AHS Contract Negotiations Update - FOIP Sections 21(1) Disclosure harmful to intergovernmental relations, 23(1) Local public body confidences and 25 Disclosure harmful to economic and other interests of a public body

1.1.b. Permanent Shelter Verbal Report - FOIP Sections 21(1) Disclosure harmful to intergovernmental relations, 23(1) Local public body confidences and 25 Disclosure harmful to economic and other interests of a public body
Advice from Officials

1.2. Motion to Revert to Open Meeting

2. Points of Interest

3. Consent Agenda

3.1. April 20, 2023 Consent Agenda

(Page 3)

3.1.a. Confirmation of the Minutes of the April 3, 2023 Regular Council Meeting

(Pages 4 - 13)

3.1.b. AHS EMS Contract Update

(Pages 14 - 15)

4. Reports

4.1. Vehicle for Hire Principles and Discussion

(Pages 16 - 87)

- 4.2. Responsible Pet Ownership Bylaw Principles and Discussion
(Pages 88 - 160)

5. Bylaws

- 5.1. 2023 Tax Rate Bylaw 3693/2023
(Pages 161 - 177)
 - 5.1.a. Consideration of First Reading of Bylaw 3693/2023
 - 5.1.b. Consideration of Second Reading of Bylaw 3693/2023
 - 5.1.c. Motion for Permission to go to Third Reading of Bylaw 3693/2023
 - 5.1.d. Consideration of Third Reading of Bylaw 3693/2023
- 5.2. Business Improvement Area Tax and Tax Bylaw 3196/A-2023
(Pages 178 - 204)
 - 5.2.a. Consideration of First Reading of Bylaw 3196/A-2023
 - 5.2.b. Consideration of Second Reading of Bylaw 3196/A-2023
 - 5.2.c. Motion for Permission to go to Third Reading of Bylaw 3196/A-2023
 - 5.2.d. Consideration of Third Reading of Bylaw 3196/A-2023
- 5.3. Westerner Exhibition Association Loan Bylaw 3697/2023
(Pages 205 - 210)
 - 5.3.a. Consideration of Second Reading of Bylaw 3697/2023
 - 5.3.b. Consideration of Third Reading of Bylaw 3697/2023

6. Public Hearings

- 6.1. Land Use Bylaw Amendment 3357/F-2023. To rezone 3718 46 Street from
to R2
(Pages 211 - 233)
 - 6.1.a. Consideration of Second Reading of Bylaw 3357/F-2023
 - 6.1.b. Consideration of Third Reading of Bylaw 3357/F-2023

7. Adjournment



April 17, 2023

April 17, 2023 Consent Agenda

Prepared by: Jennifer Hankey, Corporate Meeting Administrator
Department: Legal and Legislative Services

Proposed Resolutions

Resolved that Council of The City of Red Deer having considered the Consent Agenda f
Legal & Legislative Services hereby approves the following Minutes and Report:

- Confirmation of the Minutes of the April 3, 2023 Regular Council Meeting
- AHS EMS Contract Update



MINUTES

of the Red Deer City Council Regular Meeting, held on, Monday, April 3, 2023 commenced at 10:30 AM

Present:

Mayor Ken Johnston
Councillor Kraymer Barnstable (arrived at 11:10 a.m.)
Councillor Bruce Buruma
Councillor Michael Dawe
Councillor Victor Doerksen
Councillor Vesna Higham
Councillor Cindy Jefferies
Councillor Lawrence Lee
Councillor Dianne Wyntjes

City Manager, Tara Lodewyk
General Manager Community Services, Sarah Titemore
General Manager Corporate & Employee Services, Lisa Perkins
General Manager Development Services, Erin Stuart
General Manager Protective Services, Ken McMullen
Chief of Staff, Sean McIntyre
Chief Financial Officer, Ray MacIntosh
Utilities Manager, Jim Jorgensen
Acting Engineering Manager, Russ Watts
Recreation Superintendent, Barb McKee
Major Projects Planner, David Girardin
City Assessor, Maureen Cleary
Acting City Clerk, Jackie Kurylo
Corporate Meeting Administrator, Jennifer Hankey
Legislative Assistant, Rebecca Derwantz



1. CLOSED MEETING

1.1. Motion to go into a Closed Meeting

Moved by Councillor Vesna Higham, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer hereby agrees to enter into a Closed Meeting of Council on Monday, April 3, 2023 at 10:31 a.m. and hereby agrees to the following:

- All members of the media;
- All members of the public;
- And all non-related staff members

to discuss the following:

- Code of Conduct Matter Update - *FOIP Sections 17 Disclosure harmful to personal privacy, 23 Local public body confidences and 24 Advice from Officials*
- Land Matter - *FOIP Sections 23(1)(a) Local public body confidences and 24 Advice from officials, 25(1)(c) Disclosure harmful to economic and other interests of the body and 27(1)(a) Privileged information*

IN FAVOUR: Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

ABSENT: Councillor Kraymer Barnstable

MOTION CARRIED

1.1.a. Code of Conduct Matter Update - FOIP Sections 17 Disclosure harmful to personal privacy, 23 Local public body confidences and 24 Advice from Officials

The following people were in attendance:

Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

City Manager Tara Lodewyk, General Manager Corporate & Employee Services Lisa Perle
Acting City Clerk Jackie Kurylo



Council recessed at 11:06 a.m. and reconvened at 11:10 a.m.
Councillor Kraymer Barnstable joined the meeting at 11:10 a.m.

- 1.1.b. Land Matter - FOIP Sections 23(1)(a) Local public body confidences and 24
Advice from officials, 25(1)(c) Disclosure harmful to economic and other
interests of a public body and 27(1)(a) Privileged information

The following people were in attendance:

Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

City Manager Tara Lodewyk, General Manager Community Services Sarah Tittlemore, General Manager Development Services Erin Stuart, General Manager Corporate & Employee Services Lisa Perkins, , General Manager Protective Ken McMullen, Acting Legal & Legislative Services Manager Natasha Wirtanen, Business Excellence Manager, Tricia Hercina, Social Planning Supervisor – Community Development, Bobby-Jo Stannard, Acting City Clerk Jackie Kurk, Corporate Meeting Administrator Jennifer Hankey, Legislative Assistant Rebecca Derwa

1.2. Motion to Revert to Open Meeting

Moved by Councillor Cindy Jefferies, seconded by Councillor Kraymer Barnstable

Resolved that Council of The City of Red Deer hereby agrees to enter into an open meeting of Council on April 3, 2023 at 12:10 p.m.

IN FAVOUR: Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

Council recessed at 12:10 p.m. and reconvened at 12:17 p.m.

2. CONSENT AGENDA

2.1. April 3, 2023 Consent Agenda

Moved by Councillor Lawrence Lee, seconded by Councillor Dianne Wyntjes



Resolved that Council of The City of Red Deer having considered the Consent Agenda from Legal & Legislative Services hereby approves the following:

- Confirmation of the Minutes of the March 20, 2023 Regular Council Meeting
- Confirmation of the Minutes of the March 21, 2023 Special Council Meeting
- Change in start time to Council Meeting on April 20, 2023 (Agency Day) to 5:00 p.m.

IN FAVOUR: Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

Moved by Councillor Michael Dawe, seconded by Councillor Vesna Higham

Resolved that Council of The City of Red Deer having considered the Consent Agenda from Legal & Legislative Services hereby approves the following Bylaws:

- Bylaw 3357/A-2023
FIRST READING: That Bylaw 3357/A-2023 (an amendment to the Land Use Bylaw to rezone a parcel in Waskasoo from the PS – Public Service District to the R3 – Residential (Multiple Family) District for a multi-family residential development.) be read a first time
- Bylaw 3567/A-2023
FIRST READING: That Bylaw 3567/A-2023 (an amendment to the Waskasoo Area Redevelopment Plan (ARP) to accommodate the rezoning and future proposed development) be read a first time
- Resolved that Council of The City of Red Deer having considered the report from Planning & Growth dated April 3, 2023 re: Land Use Bylaw 3357/A-2023, and Waskasoo Area Redevelopment Plan Bylaw 3567/A-2023 hereby agrees to a Special Council Meeting on May 3, 2023 at 5:00 p.m. for the purpose of holding a joint Public Hearing for Bylaw 3357A-2023 and 3567/A-2023
- Bylaw 3357/D-2023
FIRST READING: That Bylaw 3357/D-2023 (an omnibus amendment to the Land Use Bylaw) be read a first time
- Bylaw 3357/G-2023



FIRST READING: That Bylaw 3357/G-2023 (an amendment to the Land Bylaw for a Site Exception to allow RV Sales, Service, and Repair at 4 Basin Street) be read a first time

IN FAVOUR: Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

Council recessed at 12:33 p.m. and reconvened at 1:07 p.m.

3. BYLAWS

3.1. Bylaw 3643/A-2023. Emergency Management Bylaw Amendment

Moved by Councillor Bruce Buruma, seconded by Councillor Kraymer Barnstable

Second Reading: That Bylaw 3643/A-2023 (an amendment to Emergency Management Bylaw 3643/2020) be read a second time

IN FAVOUR: Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

Moved by Councillor Bruce Buruma, seconded by Councillor Kraymer Barnstable

Third Reading: That Bylaw 3643/A-2023 be read a third time.

IN FAVOUR: Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

Moved by Councillor Lawrence Lee, seconded by Councillor Vesna Higham



Resolved that Council of The City of Red Deer having considered the report from Emergency Services dated March 6, 2023 re: Red Deer Regional Emergency Management Partnership hereby directs Administration to enter into the Red Deer Regional Emergency Management Partnership Agreement.

IN FAVOUR: Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

4. REPORTS

4.1. Capstone Bridge Briefing and Project Estimate

4.1. a. MOTION TO RESUME CONSIDERATION

Moved by Councillor Dianne Wyntjes, seconded by Councillor Cindy Jefferies

Resolved that Council of The City of Red Deer hereby agree to resume consideration of the Capstone Pedestrian Bridge Briefing and Project Estimate postponed at that March 20, 2023 Regular Council Meeting.

IN FAVOUR: Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

Councillor Bruce Buruma left the meeting at 1:58 p.m. and returned at 2:00 p.m.

Moved by Councillor Victor Doerksen, seconded by Councillor Vesna Higham

Resolved that Council of The City of Red Deer having considered the report from Engineering Services dated April 3, 2023 re: Capstone Pedestrian Bridge hereby directs Administration to include the matter for consideration during the 2023 Capital Budget.

Prior to consideration, the following motion to postpone was introduced:



Moved by Councillor Dianne Wyntjes, seconded by Councillor Cindy Jefferies

Resolved that Council of The City of Red Deer hereby agrees to postpone consideration of the Capstone Bridge Project to Q2 of 2024.

The motion to postpone was withdrawn.

The original motion as amended was then back on the floor.

Moved by Councillor Victor Doerksen, seconded by Councillor Vesna Higham

Resolved that Council of The City of Red Deer having considered the report from Engineering Services dated April 3, 2023 re: Capstone Pedestrian Bridge hereby directs Administration to include the matter for consideration during the 2023 Capital Budget, in consideration in context of all other amenities

IN FAVOUR: Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Cindy Jefferies, Councillor Dianne Wyntjes

OPPOSED: Councillor Vesna Higham, Councillor Lawrence Lee

MOTION CARRIED

Council recessed at 2:18 p.m. and reconvened at 2:26 p.m.

Councillor Kraymer Barnstable left the meeting at 2:18 p.m. and returned at 2:28 p.m.

4.2. Electric Utility Substation Transformer Replacement Project Budget Request

Moved by Councillor Lawrence Lee, seconded by Councillor Kraymer Barnstable

Resolved that Council of The City of Red Deer having considered the report from Engineering Services dated April 3, 2023 re: Electric Utility Substation Transformer Replacement Project Budget Request hereby approves \$500,000 from the Utilities Reserve to the Electric Utility Power Transformer Replacement Project.

IN FAVOUR: Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor



Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies,
Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

4.3. Annexation Application and Negotiation Report

Moved by Councillor Cindy Jefferies, seconded by Councillor Vesna Higham

Whereas the Municipal Government Act and the Provincial Land Use Policies urge municipalities to plan co-operatively, and

Whereas Red Deer County and the City of Red Deer have successfully negotiated terms of an annexation, and

Whereas affected landowners, local authorities and the public have been consulted and the expressed concerns considered by both municipalities,

Now therefore be it resolved that:

1. The City of Red Deer approves the Annexation Application and Negotiation Report dated April 3, 2023 relating to the City of Red Deer Annexation Application; and
2. The Land and Property Rights Tribunal is requested to recommend the annexation of the lands described in this report subject to the terms of the Annexation Application and Negotiation Report; and
3. The City of Red Deer certifies that this report accurately reflects the results of the negotiations between the City of Red Deer and Red Deer County and the results of the landowner and public consultations.

IN FAVOUR: Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

Council recessed at 3:19 p.m. and reconvened at 3:32 p.m.

4.4. River Bend Loan Report



Moved by Councillor Vesna Higham, seconded by Councillor Dianne Wyntjes

FIRST READING: That Bylaw 3698/2023 (a bylaw to repeal Loan Bylaw 3391/2023) be read a first time.

IN FAVOUR: Mayor Ken Johnston, Councillor Kraymer Barnstable, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

MOTION CARRIED

Council recessed at 4:36 p.m. and reconvened at 4:46 p.m.
Councillor Kraymer Barnstable left the meeting at 4:52 p.m. and did not return.

5. BUSINESS ARISING FROM CLOSED MEETING

Moved by Councillor Vesna Higham, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer having considered the closed meeting report pursuant to *FOIP Sections 17 Disclosure harmful to personal privacy, 23 Local public body confidences and 24 Advice from Officials re: Code of Conduct Matter* hereby report into the corporate record and agrees to Option 2.

IN FAVOUR: Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

ABSENT: Councillor Kraymer Barnstable

MOTION CARRIED

Moved by Councillor Lawrence Lee, seconded by Councillor Bruce Buruma

Resolved that Council of The City of Red Deer; having considered the Closed Meeting Report (pursuant to *FOIP Sections 23(1)(a) Local public body confidences and 24(1)(a) Advice from officials, 25(1)(c) Disclosure to harmful to economic and other interest of a public body*)



27(1)(a) Privileged information from Safe and Healthy Communities dated April 3, 2023 re: Land Matter; hereby receives the report as information.

IN FAVOUR: Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

ABSENT: Councillor Kraymer Barnstable

MOTION CARRIED

6. ADJOURNMENT

Moved by Councillor Dianne Wyntjes, seconded by Councillor Bruce Buruma

Resolved that Council of The City of Red Deer hereby agrees to adjourn the Monday, April 3, 2023 Regular Council Meeting of Red Deer City Council at 4:54 p.m.

IN FAVOUR: Mayor Ken Johnston, Councillor Bruce Buruma, Councillor Michael Dawe, Councillor Victor Doerksen, Councillor Vesna Higham, Councillor Cindy Jefferies, Councillor Lawrence Lee, Councillor Dianne Wyntjes

ABSENT: Councillor Kraymer Barnstable

MOTION CARRIED

MAYOR

CITY CLERK



April 17, 2023

AHS EMS Contract Update – Consent Agenda

Prepared by Tyler Pelke, Deputy Chief and Curtis Schaefer, Assistant Deputy Chief
Department Emergency Services

Report Summary and Recommendations

This report is for information on the AHS Emergency Services contract with The City of Red Deer.

Proposed Resolution

Resolved that Council of The City of Red Deer having considered the report from Emergency Services dated April 17, 2023 re: AHS EMS Contract Update hereby accepts the report information.

Background

Over the last two months, Fire Chiefs from the Integrated Emergency Services Departments from the municipalities of The City of St. Albert, Strathcona County, The City of Leduc, The City of Red Deer, The City of Spruce Grove, The City of Lethbridge, and The Regional Municipality of Wood Buffalo have been attending joint meetings with Alberta Health Services (AHS) EMS leadership. As part of contract negotiations, the intent of these meetings with Alberta Health Services (AHS) EMS leadership is to establish a long-term partnership agreement to continue providing EMS Ground Ambulance Services in each of the respective municipalities.

In March of 2022, the Government of Alberta (GoA) conveyed their intention to negotiate a new ground ambulance agreement with the municipalities who offer integrated emergency services, including The City of Red Deer. Since the current contracts expired on March 31, 2023, each of the integrated Emergency Services Departments have signed a 6-month interim agreement until Sept 20, 2023. This will provide the additional time required to ensure all partnership interests are represented, that the agreement is fair and equitable to all parties and to ensure the continuity of services without interruption.

- New/Growth ambulances confirmed for The City of Red Deer and the Central Region
 - One 12-hour ambulance was added to ES in December 2022, with another two scheduled to be in service in mid-May 2023. This will bring the total of contracted ambulances to 5 x 24 hour ambulances and 3 x 12 hour Ambulances.

- As a result of the negotiation processes, AHS EMS has contracted an increase in value to the three growth ambulances through one-time and on-going funding.
- Growth ambulances are being acquired through one-time, and approved Capital funding to provide additional units and maintain fleet service delivery requirements.
- Regional Interfacility Transfer (IFT) Service Initiative:
 - AHS EMS has implemented a dedicated inter-facility transfer service based out of Red Deer, starting in mid-April with one unit and increasing to nine by mid-July. The IFT program is intended to take the load off emergency units once utilized for acuity / non-emergent patient transfers.
 - This service will be provided by a contract service partner, not The City of Red Deer. The IFT initiative is anticipated to have a direct effect on realizing the increased availability of ambulances for emergency incidents.

Summary

Emergency Services continues to engage with AHS EMS to secure a long-term partnership agreement. Through this collaborative effort with AHS EMS, there have been recommendations and priorities identified, and implemented to improve EMS Service delivery in The City of Red Deer and the Central Zone Region. Positive results have already been realized with the increase in service delivery, and appropriate cost revenue modeling, with further impacts anticipated. AHS EMS and Alberta Health continue to roll out provincial initiatives that support pre-hospital care and health throughout the province.



April 17, 2023

Vehicle for Hire Bylaw Review and Update

Prepared by Amy Fengstad, Acting Inspections and Licensing Manager
Department Inspections and Licensing

Report Summary and Recommendations

This report is for Council direction on suggested amendments to the *Vehicle for Hire Bylaw*.

The existing *Vehicle for Hire Bylaw* was adopted by City Council in 2020 and implemented in 2021 as a means of leveling the playing field through the regulations for the industry, following the introduction of Transportation Network Companies (TNC) or rideshare companies, like Uber, in Alberta. Upon adoption, Council requested a report back after two years of implementation to see if we hit the mark, or if there were additional changes needed.

Administrative analysis of the bylaw, and stakeholder consultation, following the implementation of the bylaw, has identified key areas for consideration of amendment, including:

- Model age of vehicles
- Taxi Plate Limits
- Taxi Drop Rates
- Transportation Network Company (TNC) Drop Rates
- Regulations specific to TNCs

Administration has provided options, analysis, and a recommendation under each of the key areas. These key decisions will direct the bylaw amendments to be brought back to Council at its first reading.

Proposed Resolution

Resolved that Council of The City of Red Deer having considered the report from Inspections and Licensing re: *Vehicle for Hire Bylaw* Review and Update dated April 17, 2023 hereby endorses the following principles for revisions to the *Vehicle for Hire* bylaw:

1. Model Age: replace age-based restrictions with vehicle mileage restrictions of 350,000 kms; (Option B)
2. Plate Limits: no changes to plate limits; (Option A)
3. Drop Rates for Taxis: remove drop rates for Taxis; (Option D)
4. Drop Rates for Transportation Network Companies: no change; (Option D) and
5. Regulation of Transportation Network Companies: no change. (Option A)

Rationale for Recommendation

1. Industry specific feedback supports amendments to change regulations for model age and reduce regulations for drop rates.

2. Model Age has exceptions already.

Under the current bylaw, model age overages can be granted through an exception which is frequently happening due to the lack of supply and affordability of vehicles.

3. There are inconsistencies in Drop Rates.

The minimum Drop Rates were established to prevent undercutting to the point that the industry could no longer earn a living wage following feedback from industry. This was applied to the Taxis but has not been clearly outlined for TNC's.

4. Taxi plates and reports of long wait times.

Complaints are being received about long wait times or no answers when calling for a Taxi during peak times and events.

Background

Prior Council/Committee Direction

On January 6, 2020, City Council passed a resolution directing Administration to bring before Council a bylaw regulating licensing for all Vehicles for Hire in accordance with the principles enclosed.

At the November 23, 2020 Regular Council Meeting, Council passed a resolution adopting the *Vehicle for Hire Bylaw* with a September 1, 2021 implementation date and directing Administration to review the bylaw by December 2022 for its effectiveness. The report following the two years was postponed until April 2023 to conduct stakeholder engagement.

The adopted bylaw was reflective of a Red Deer model that had core principles of:

- 1) Safety
- 2) Customer Service
- 3) Equity
- 4) Balancing the needs
- 5) Cost/Opportunity for income

These core principles were framed during the consultation processes leading up to the version of the bylaw and the one that is in place today. The other goal of this bylaw was at deregulating of a heavily regulated industry and allowing the businesses to make their own business-related decisions, while maintaining these core principles.

Strategic Alignment

The fundamental decisions related to the *Vehicle for Hire Bylaw* are well positioned in the Strategic Plan focus areas of Thriving City and Engaged and Connected City. With the goal of “the city is affordable, with a resilient economy that supports local businesses, while attracting new investments, aided by a business-friendly City Hall”, these decisions tie into those components directly. Market caps, of any type, do not attract new investments, however supporting local businesses also responds to the consideration of existing businesses that supported our community, on the impacts of these new decisions.

Engaged and Connected City ties into the approach Administration took to hear what the industry is saying in response to public concerns being raised. The City has been transparent in this process and allowed for that critical input on these fundamental decisions, framed by what Citizens are saying about the quality and level of service, currently provided by the industry.

Stakeholder Consultation

Prior to the bylaw initially coming into effect, formal public participation was done to gather feedback from the public and industry. For the past two years, Administration has heard informal feedback from the public about this bylaw. Prior to considering possible updates or changes, Administration conducted industry-specific public participation to ensure we heard from those most impacted by changes.

Industry (brokerages and drivers) completed a survey from February 28 to March 15, 2022 on key decision areas related to the bylaw changes Administration is recommending updates to. Industry was also invited to an open house on March 9, where Administration formally collected feedback on industry perspective.

Through targeted and direct communication with industry partners (Drivers, Taxi Brokers and TNC Companies), we received 93 survey responses to the survey, and spoke directly to approximately 50 people who attended the in-person open house.

The key themes identified in the consultation include:

- Industry supports removing or extending the age restriction on vehicles, and instead requiring a mechanical inspection.
- Divergent ideas to address Taxi Plates. Existing Taxi drivers do not want an increase in those wanting to enter the market do. Existing long-standing drivers prefer no change, new companies/new drivers prefer to see the ratio changed.
- Overall support for less regulation on things like minimum/maximum charge.

The summary of all survey feedback is included in Appendix A – What We Heard Report.

Timelines and Impending Deadlines

For this process, before Council today are the larger discussion and decisions points to the amended regulations in the bylaw. With the direction received, Administration will bring back an amendment to the bylaw for consideration by Q4, 2023.

Analysis

There are 5 key decisions Administration is requesting Council direction on, prior to developing the amended bylaw; these include the model age of vehicles, Taxi plate limits and regulations specific to TNCs.

Model Age of Vehicles

Model age of a vehicle refers to the number of years old a vehicle is and the calendar year in which the vehicle was produced. The current version of the bylaw states that the model age for Taxis, Accessible Taxis, TNC's, is not more than ten (10) model years old and for Limousines and Shuttles, not more than fifteen (15) model years old, unless approved by the City Council.

From the number of requests and the feedback in relation to the challenges to procure vehicles for a reasonable price, there have been several extensions granted to the model age of vehicles beyond the prescribed ages in the bylaw. This regulation exists for safety reasons. The determination of whether a vehicle is safe for the travelling public can be based on mileage, age, mechanical inspections, or a combination of all three. Recognizing as well, the weight and use on transportation vehicles is greater than home use, due to the volume of passengers getting in and out of the vehicle, plus the longer shifts the vehicles run daily.

Options

- A. Model Age - increase to 15 model years for Taxis/TNCs and 20 Years for Limousines/Shuttles. Based on research, best practice is to be cautious with vehicles older than 12-15 years. Here is a summary of some Alberta municipalities for comparison. The areas that do not use vehicle age are using mechanical inspections to varying degrees, Medicine Hat includes a visual inspection.

City	Population	Vehicle Age
Red Deer	103,588 (2017)	10 yr
Calgary	1.336 M (2017)	10 yr
Edmonton	981,280 (2017)	none
Medicine Hat	63,260 (2016)	none
Lethbridge	92,730 (2016)	none
Grande Prairie	63,166 (2016)	none

- B. Mileage - create a mileage threshold to indicate the typical point at which most vehicles begin to seriously degrade. When considering a higher mileage, we must consider where and how the vehicle is driven. Canadian weather, primarily within the

also highway mileage and high usage. Also, part of considerations are the regularity of servicing and maintenance to keep vehicles at optimal operation.

C. Mechanical Inspection - have the biannual inspections for Taxi and the annual inspections for all other vehicle types be the determining factor. If the mechanical inspection verifies the vehicle is mechanically sound, with some form of regular inspection, the vehicle can remain operational until it fails the inspection. If a vehicle fails an inspection, then the option of repairs or the determination of if that vehicle can no longer be operational, becomes the decision.

D. No Change - leave this as it is currently outlined in the bylaw.

Taxi/TNC	10 Model Years Old
Limousine/Shuttles	15 Model Years Old
- unless otherwise approved by the City Manager.	

E. Some combination of the above options.

Recommendation - Option B

Administration recommends proceeding with amendments to the bylaw that considers regulating vehicle mileage of 350,000 kms rather than regulating vehicle age. 350,000 kms was chosen based on typical usage of a Vehicle for Hire and the standards of when vehicles start to exhibit significant mechanical issues, while also considering the regular and mandated maintenance and the Vehicle for Hire industry must follow. Administration also considered the feedback on mileage in the consultation session and online feedback.

There is already a requirement for Mechanical Inspections and Administration would maintain the inspection timeframes outlined in the bylaw (one per year for TNC, Limousine, Shuttle, twice per year for Taxi, Accessible Taxi). This takes into consideration the wear and tear that high mileage can mean on a vehicle, while still ensuring mechanical safety approval from a qualified journeyman and AMVIC certified facility. This mileage level also takes into consideration the regularity of the Mechanical Inspections and servicing completed on Vehicles for Hire. A higher mileage would warrant the higher mileage threshold.

Taxi Plate Limits

The current limit on Taxi plates is 1 (one) Taxi plate per every 750 people in the latest census and 1/15,000 for Accessible Taxi plates. Through the roll out of the *Vehicle for Hire Bylaw* there have been some major impacts:

- a. COVID caused shifts in this industry. There has been a significant decline in the availability of Uber drivers within the city. Uber is still operational in the city, but with minimal capacity operating. The TNC's have the option to choose when they drive vs mandated availability under the bylaw. For Taxis they are required to operate 24 hours per day every day of the year. The Taxi industry maintained a core service to the city during these challenging and unprecedented times.

- b. Peak times are challenging.
- i. Administration heard from the public during peak times and special events in city, it is a challenge to get a Taxi or TNC. There are long wait times, Taxi does not answer, or you cannot get through. TNC drivers do not seem to be online on a consistent and reliable basis. This results in the public choosing other modes of transportation, calling friends or family, or to take their own vehicle. With that said, this demand is not typical in a day-to-day flow.
 - ii. The industry provided feedback that with the impact of the night clubs closing in Red Deer and during regular operations, there are minimal opportunities to earn a living wage. During peak times or events is when the demand spikes. It is a challenge for scheduling to guess when some peaks are hitting and if events are advertised. Communication to the companies from event holders, could help with pre-planning for demand.
- c. The final challenge the industry is faced with is hiring drivers. Recruitment in many industries has been difficult in the current economy and the Vehicle for Hire industry is experiencing the same issues.

The challenge as a municipality is determining the appropriate number of Taxi plates to meet the needs of the public for both day-to-day and during peak events or times but not saturating the market with too many vehicles, which results in challenges for earning a living wage. No other industries are regulated to this extent by The City. Plates limit profit and entry into market and competition. Without competition, there may be lower customer service levels or a willingness to be innovative, with minimal options for customers to choose from.

The Taxi industry has provided a base line service and maintained that service to our customers throughout COVID and for many years. Currently, the larger Taxi company in Red Deer has not had all issued plates on the road on a regular and consistent basis. This can contribute to some of the delays but is also a business decision related to scheduling of appropriate Taxis during peak times or events.

Here is a summary on plate numbers for other municipalities within Alberta:

City	Population*	Taxi Plate Caps	Taxi Ratio	Accessible Taxi Plate Caps	Accessible Taxi Ratio	TNC Caps
Red Deer	100,844	142	1/750	8	1/15,000	None
Calgary	1.306 M	1699	1/942	210	1/7600	None
Edmonton	1.010 M	1235	1/1214	95	1/7143	None
Medicine Hat	63,271	80	1/800	No Limit	No Limit	None
Lethbridge	98,406	None	n/a	None	n/a	None

Grande Prairie	67,627	None	n/a	None	n/a	None
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*Stats provided by 2021 census

Lethbridge and Grande Prairie have no Taxi plate caps. Lethbridge indicated they had a cap for many years, and it is working well for them. They average 60-80 active plates and the market has dictated that number. They have not had issues with this approach to date.

Options

- A. Keep the Taxi plate per capita amount the same as follows:
 - a. 1:750 for Taxis = 138 plates plus one time increase of 5 plates in 2021
 - b. 1:15,000 for Accessible Taxis = 6 plates plus one time increase of 2 plates in 2021 = 8
- B. Increase the per capita amount.
 - a. 1:600 = 168 plates an increase of 26 plates above current level of 143.
 - b. Choose an amount.
- C. One time increase of 7 Plates.
 - a. This would be consistent with the past approval.
 - b. Monitor to see if this has an impact on wait times.
 - c. Can be any number. 7 was the total from 2021.
- D. Remove the Taxi plate per capita amount entirely.
 - a. This allows for free market entry and new competition.
 - b. Will likely impact existing companies and could potentially change the opportunity to earn a living wage, which has already been a challenge for drivers by current drivers.
 - c. Some other municipalities are doing this in response to the impact of TM in the marketplace. Allows existing Taxi companies to grow, new to enter the market. overall changes the customer service-related decisions of the companies. Customers have choice.

Recommendation - Option A

Administration recommends keeping the taxi plate per capita amount at the same level as Lethbridge, which included a one time increase of five plates. The challenge appears to be with the scheduling of drivers and the fact that not all plates issued are actively on the road. This is not a function The City would get involved in; however, the City could also add a clause to the bylaw once a plate is issued, it must be on the road regularly within a certain timeframe. This could be applied to outstanding plates with a reasonable timeframe to implement, given the costs associated with finding vehicles and drivers to accommodate that increase. This would apply to any already issued plates to ensure all are active and road ready to help alleviate wait times. Administration estimates the number of plates issued that are not on the road to be around 30 plates. Based on the comparison with Lethbridge for size and the fact that they are running with 60-80 active plates, appears as though the challenge is not related to the number of plates in Red Deer.

Drop Rates for Taxis

Drop rate means a flat rate that is the minimum charge for using a Taxi or Accessible Taxi service. This was implemented to maintain a base line charge to prevent undercutting a point where a living wage cannot be earned. The current drop rate for Taxis and Accessible Taxis is \$3.20 per 92 meters. This rate can be increased by CPI annually. There is no drop rate for TNCs, Shuttles or Limousines.

Options

- A. Remove the per meter charge and keep a minimum drop rate at which the meter starts.
- B. Remove the minimum drop rate and implement a maximum drop rate.
- C. No Change - Keep as is.
- D. Remove drop rate requirements entirely.

During the feedback sessions, Administration heard this charge should fluctuate with economic conditions, like rising fuel prices. With the goal of deregulating a heavily regulated industry, it would be the preference to have a standard with minimal variables to minimize impact on the administration of the bylaw.

Recommendation - Option D

In a direction of deregulation and balancing the playing field, Administration recommends the removal of the drop rate requirements. When the bylaw was implemented, the per km drop rate mandate was removed to support this process and allow the businesses to make their own business decisions. If the customer knows in advance what they are being charged, they can make the businesses to choose what works for them.

Drop Rates for Transportation Network Companies (TNC)

Currently, drop rates only apply to Taxis and there is no minimum drop rate for TNCs. Viewing this through the lens of fairness and consistency across the industry, this should be treated the same as the example Administration has for the fee structure for a TNC is through Uber. Administration's understanding is Uber does charge a drop rate, called a base fare plus a booking fee at the time of confirming your ride. For consistency, the decision needs to be made around a Drop Rate being added to TNCs. The options are:

Options

- A. Add a minimum drop rate the same as Taxis.
- B. Add a drop rate different than Taxis.
- C. Add a maximum drop rate.
- D. No Change - Keep as is.

Recommendation - Option D

To deregulate and balance the playing field, Administration recommends no changes, which aligns with the rationale to remove the drop rate from Taxis. Businesses are free to make their own decisions, while ensuring the customer is aware.

Transportation Network Companies

Uber submitted a detailed report with areas they are experiencing friction, including their recommendations for consideration. The following summarizes the main concerns identified in Uber's letter and Administration's response:

- i. Driver for Hire Licensing - Paper documentation (Drivers Abstract, Drivers Licence, Vulnerable Sector Check)
 - ☞ These documents can be submitted digitally already. Paper copies are not mandatory but an option for drivers.
 - ☞ There are electronic application forms available, and Administration accepts all documentation by email submission or dropped off in person. Payments can also be done online through MyCity Accounts. Pick up of the physical badge can be done in person for a quicker turnaround, but it can be mailed to the applicant.

- ii. Removal of the Driver for Hire Licence
 - ☞ This would alter the framework around safety, which was a fundamental principle this bylaw was built on. Without the review of driver records, the screening would default to the Brokerages and Provincial audits. The challenge is the varying level of screening that takes place between different businesses, increasing the risk of inconsistencies and relying on the businesses to self-police.
 - ☞ The Provincial audits on the TNC industry are minimal and inconsistent.
 - ☞ The removal of the licence could be possible, though Administration would recommend regular screening or auditing be done by The City through the Brokerage Licence. The removal of the Drive for Hire Licence creates more inequities between TNCs and Taxis, Limousines and Shuttles.

- iii. Removal of the TNC Authorization for Driver for Hire Licence
 - ☞ This is required to verify who the Driver has permission to operate under.
 - ☞ There have been cases where a Driver for Hire Application is received but they do not have an employer and therefore cannot be issued a Driver for Hire Licence. There must be an approved employer or sponsor like Uber to ensure all other regulations are being followed. It is a check and balance.
 - ☞ Administration has worked with Uber to get documentation that works for their operations.

- iv. Rolling Licensing renewals
 - ☞ The annual licensing renewal cycle is based on current system requirements. Without significant financial investment and investigation into a new system, this simply is not an option.

- ☞ All licenses do expire on August 31 of each year. Renewals are sent 2.5 months in advance of expiry as a reminder to all drivers. At any time after June 16, the renewal documents can be submitted.
- v. Annual Licensing fee
 - ☞ This is consistent across the industry and applies to all Driver for Hire licences. The \$100 fee was determined through the fees and charges review at the adoption of the bylaw; this is currently subsidized at 63% total cost.
 - ☞ The Brokerages have the option to cover this fee for their drivers. This is a business-related decision that they can make.
- vi. Alignment with other municipal regulations
 - ☞ There are municipalities with similar or more regulations than those in Red Deer, including Calgary and Wood Buffalo.
 - ☞ There are other municipalities with less regulations, including Edmonton, Lethbridge, Medicine Hat and Grande Prairie. When this bylaw was adopted, it was for a Red Deer model, where the focus was on the safety, consistency, leveling the playing field and opportunities to earn income.

Options

- A. Status Quo - No Changes - The brokerages could choose to reimburse the drivers for the fees. This was part of balancing the regulations on the industry.
- B. Remove the TNC Driver for Hire Licence - This would mean that the Brokerages would vet all documentation (Police Information Checks, Driver's Abstracts, Insurance, Driver Licence) and Administration would only audit records. This would mean The City would take on the risk of drivers slipping through the cracks with violent crimes or sexual assault backgrounds as the vetting would be Brokerages reviewed only. This would further elevate the need for additional administrative resources to do the auditing on a regular and consistent basis.
- C. No Change to the Driver Licence but remove fee - Consideration would need to be given to the industry. This change for only TNCs would create inconsistencies with other drivers in the industry. To remove the fee, Brokerage fees would need to be increased or there is a higher subsidization rate from the tax base.
- D. Keep the DFH Licence and Charge the Brokerages for the fee.

Recommendation - Option A

Administration recommends no changes specific to the regulation of TNCs. The bylaw was designed with the safety principles in mind for vulnerable customers who often utilize Vehicle for Hire Services. Bylaws are designed to create a baseline of expectations, with the understanding there will be businesses exceeding those expectations and others who do not. Bylaws are critical in ensuring consistency across the industry. Brokerages can make their own business decisions for themselves, in relation to the driver fees, including reimbursing their drivers for licensing fees. To remove all Driver for Hire Licences would diminish Administration's confidence in the safety aspect, given the minimal audits from the Province.

Financial

As Administration builds out the decisions made on the fundamental changes to this bylaw, there will be a financial impact and an impact to operations. These impacts will be surmountable once Administration has had the time to assess operations, capacities and level of service. Administration will bring those details with the draft bylaw amendments.

Appendices

- Appendix A: What We Heard Report
- Appendix B: Existing *Vehicle for Hire Bylaw* No. 3644/2020



APPENDIX A

**WHAT WE HEARD REPORT
VEHICLES FOR HIRE BYLAW**

**PREPARED BY: AMARA HEPPELL, CP3
COMMUNITY & PUBLIC RELATIONS**

1. PROJECT OVERVIEW:

As ride sharing services began to impact the vehicles for hire industry, The City noted the need to update existing regulations. In 2017, The City embarked on a project to explore options that could result in changing bylaws, processes and service delivery related to vehicles for hire. From 2017-2020, The City conducted formal Public Participation with stakeholders and members of the public to help shape the necessary bylaws, processes and regulations around vehicles for hire.

The P2 Decision: *How do we best ensure the sustainability, accessibility and safety of driver services for customers who use and operate vehicles for hire in Red Deer and the region, meeting the needs of vehicle for hire businesses, service providers and customers in a balanced way?*

The Vehicle for Hire Bylaw 3644/2020 was informed and developed directly from the Public Participation process. Participants told us what they value most when it came to this bylaw, which are the values of safety, customer service, and fairness and equity.

In November 2020, City Council passed the Vehicles for Hire Bylaw, establishing a system for the licensing and regulating of vehicles for hire and designated driver services. The bylaw was approved and came into effect on September 1, 2021. At the time of adoption, administration committed to reviewing the bylaw two years into implementation, and make adjustments as required.

2. PUBLIC PARTICIPATION SUMMARY:

Since the bylaw was implemented, The City collected ongoing informal feedback from stakeholders and industry on its effectiveness, with the top three themes being:

- Availability of taxis/TNCs (rideshares) during peak hours/events
- Ability for drivers to earn a living wage due to inconsistent demands
- Need for bylaw to be easier to understand/clarity around definitions

Based on this input, administration has recommended language changes to the bylaw to improve understanding, and expanded definitions of terms. However, The City needed to hear from industry to make recommendations to improve vehicle availability, while considering any potential changes could also have other impacts, including income for drivers.

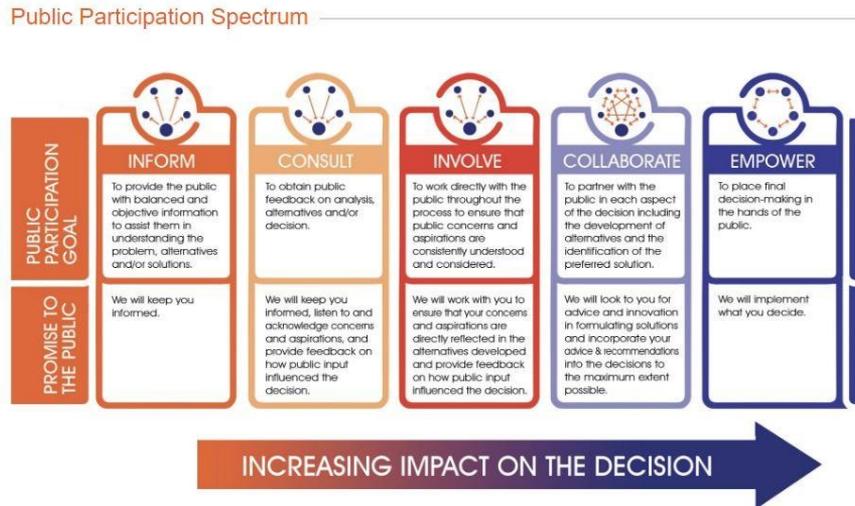
From February to March 2023, The City conducted Public Participation with industry stakeholders, as these individuals are most impacted by potential changes to the bylaw. Participants presented proposed wording/definition changes, and asked participants questions related to:

- **Age of Vehicles:** Is this the best indicator for vehicle safety?
- **Taxi Plate Limits:** Are we issuing the right number of plates?
- **Taxi Drop Rates:** Is the current drop rate appropriate?

- **Rideshare (TNC) Drop Rates** – It doesn't have one specified, is that something the bylaw should cover?

IAP2 LEVEL:

Industry stakeholders were engaged at the **CONSULT** and **INVOLVE** level. We consulted on language/definition changes, and involved stakeholders to gather greater details to help the administration's recommended changes to the principles driving the Vehicles for Hire Bylaw.



Participant summary:

We heard from approximately 143 people through the Public Participation, with representation from the following groups:

- Taxi brokerages
- Limousine companies
- Rideshare (TNC) companies
- Taxi drivers
- Rideshare (TNC) drivers

Public Participation Techniques:

To ensure we reached industry-specific audiences, we sent direct and targeted communication to everyone who has a Vehicle for Hire license in Red Deer.

- **Information Bulletin:** This targeted and direct communication to industry partners explained potential bylaw wording changes, and the areas we needed their input to inform.
- **Online Survey:** This survey focused on receiving industry feedback on age of vehicle plate limits, taxi drop-rates, and rideshare (TNC) drop rates. We had 93 responses to the online survey.

- **Open House:** Participants were invited to attend a drop-in open house on March 14, 2024, from 9:30-2:30 at the Collicutt Centre to learn more and to provide input. Approximately 100 people attended, with representation from all groups listed above.



Snapshot of the Open House.

3. WHAT WE HEARD:

Through all the techniques listed above, as well as direct communication to The City, the key themes we heard from participants.

WORDING CHANGES AND EXPANDED DEFINITIONS:

Participants were fine with expanded definitions and clearer language proposed for the Vehicle for Hire Bylaw to **increase understanding**.

DETERMINING VEHICLE SAFETY AND SUITABILITY:

Currently, we stipulate the age of vehicles licensed under the Vehicle for Bylaw. Through our P2 activities, we heard from across all participant groups that this is not the best in determining safety. Instead, participants would prefer an **annual mechanical inspection** (some suggesting this be done by a third party).

NUMBER TAXI PLATES AWARDED EACH YEAR:

Participant feedback varied by audience with respect to this question.

- Existing taxi drivers told us they **do not** want an increase in plates issued. Existing drivers believe an increase will hurt their ability to make an income.
- New companies, and those wanting to enter the market, want to see an **increase** in the number of plates issued. They feel that an increase to the ratio or no limit to plates issued would help their odds of entering into the market during the plate draw.

TAXI DROP RATES:

Overall there is industry support for less regulation. There was also significant conversation surrounding inflation and economic pressures impacting the taxi industry as a whole. Key themes we heard as possible solutions:

- Leave this section of the bylaw as is.
- Implement a fluctuating charge that responds to current and changing economic realities.
- Remove the minimum drop rate and implement a maximum drop rate.
- No minimum or maximum at all.

RIDESHARE (TNC) DROP RATES:

Similar to above, there is overall industry support for deregulation where appropriate. The majority of participants told us to continue to **not stipulate** a drop rate for TNCs, with the theme being to create **consistency** with what is regulated for the taxi industry.

RECOMMENDATIONS:

Administrations recommendations are included in the Council report. Inspections and Licenses made these considering feedback from industry collected during Public Participation, technical expertise, as well as legislative considerations.

APPENDIX B: OTHER INPUT HEARD AND CONSIDERED

This feedback was collected outside of the formal Public Participation activities noted above. However, administration still considered this input when making the recommendations for the Council report for Vehicles for Hire.

Attention to Red deer City March 9, 2023

The years of the car is not Really Important
As part of the Survey. we are Requesting to the
City of Rees to not Issue any more plates. As
now. we are waiting 30 to 40 min to get one Ride
if its city Issue more plates. It is gonna be killed
the cab Industry. Some Days we are not making
Even minimum wages. AS now Eventing is Eppens
gas. car maintane. so we cannot Affordable if
City Issue more plates then All the Rides gonna
be split. ~~Also~~

~~Wadees~~
Wadees

Schaub
9TH March, 23

S. Sunilkumar

Asif

~~Signature~~

Abdul
~~Signature~~

~~Signature~~

W/E "ROCKS"

Sulaiman
Ahmed
~~Signature~~

~~Signature~~

~~Signature~~

~~Signature~~

James J. [unclear] [unclear]

[unclear] [unclear] [unclear]

[unclear] [unclear]

Red Deer, AB

Note: All Cab drivers

- ① No more plates, please because too many drivers already
- ② Vehicles inspections should be considered
- ③ year is not important as long as the car is
(15 years) ^{OK} in good condition.
- ④ Inspection should be done regularly for safety
- ⑤ Milage is not important as long as the car inspection is done.

NI

Mandeep Reas - 825-989-1313

Draw → If council going to decide according to the number of votes only the majority of the drivers of Associates going to win. Please review Draw according to the points. One company has more than 100 drivers and the other company has only 10 drivers and the 100 drivers will win. Please review according to the what is good for the industry.

Thanks

From: [Birbal Singh](#)
To: [Licensing](#)
Subject: [External] Feedback for Taxi Bylaws
Date: March 12, 2023 11:07:39 PM

My Name is Birbal Singh Brar and I am one of the owners of 94 Cabs Red Deer Ltd.

First of all, it was wonderful to see that the City of Red deer is reviewing the Vehicle bylaws to meet the needs of the market and community of red Deer who use this service. We appreciate the effort of looking to update these bylaws and taking feedback from all the market shareholders.

After completing the online survey I had a few concerns which I wanted to bring in front of you on behalf of 94 Cabs Red deer. **We feel that there is an urgent need to change to allow more taxi plates in red deer.** Currently, 94Cabs only holds 6 plates (including accessible chair plates). Compare to the call volume we have, the number of plates is very low which is causing a very high wait time for our customers and later result in bad reviews and also most of the time loss of business (We can provide the data which shows the number of calls we receive, high wait time for customers, calls getting cancelled, no shows, bad reviews due to waiting time and also the regular and loyal customers we lost due to same reason).

1. If the decision has to be made on the number of votes in the surveys, it will not be very fair for 94Cabs as we hold only 6 plates and the ratio of the votes is very low compared to our competitor. So, City Hall should consider the input from brokers and make decisions accordingly.
2. If the city decides to increase the number of taxi plates in Red Deer(which is very much needed), it will be very important to validate who can participate in the draw. We recommend that only existing brokerages should participate in this draw as they have the necessary infrastructure and finances to take quick action of introducing more vehicles on the road which will be a huge relief in the community of Red Deer.
3. In Draft Bylaws in TNC, Payments methods Changes to Online payment through application which is not fair to customers as well as it will be so cost for brokers to bring that option in application. Some Customers dont like to enter Credit card information; they like to pay physically in cab after the end of ride and Even cost thousands of dollars to bring that option in Application. We should give freedom to customer whether he wants to pay by cash or pay by Debit/Credit card after the ride in cab through debit machine. There is not specific Federal and Provincial law that Payment must through the Application.

In the end, I just want to add that we have full faith that the City will do what is needed for the community of Red Deer. We have found a love for Red Deer and enjoy being able to serve a diverse and wonderful community we now call home. We are always happy to serve at the bar of excellence in the taxi industry in Central Alberta. In just a year and a half, the dynamic duo has made 94 Cabs Red Deer, the highest Google-rated taxi company in the Red Deer area and true 94 Cabs fashion has joined the ranks of the top-rated in all of the provinces. 94 Cabs Red Deer has a vision of continuing to bring on new model vehicles while adding environmentally friendly Hybrid service. 94 Cabs Red Deer will continue to bring a Premium Taxi service to the city with their **"White and Green, New and Clean"** cars and friendly service.

Thanks and Regards

From: [Licensing](#)
To: [shivam.mittal](#)
Cc: [94Cabs Red Deer](#)
Subject: Mar 14, 2023 RE: [External] License plates
Date: March 14, 2023 11:04:42 AM
Attachments: [image001.png](#)

Hello Shivam,

Thank you for your feedback regarding the upcoming revisions to be considered by city council. Your e-mail will be included in the package we give to councillors to review, so that your input is part of their decision making process.

Thanks,

Dan Ouwehand | Customer Service - Licensing

Inspections & Licensing Department
City of Red Deer
T: 403-342-8210
www.reddeer.ca



From: shivam mittal <shivammittal41@gmail.com>
Sent: March 11, 2023 7:27 AM
To: Licensing <Licensing@reddeer.ca>
Cc: 94Cabs Red Deer <info@94cabsreddeer.com>
Subject: [External] License plates

You don't often get email from shivammittal41@gmail.com. [Learn why this is important](#)

Hello,

My Name is Shivam Mittal and I am one of the owners of 94 Cabs Red Deer Ltd. Unfortunately I couldn't provide my feedback in person for an open house on 9th March.

First of all, it was wonderful to see that the City of Red deer is reviewing the Vehicle for Hire bylaws to meet the needs of the market and community of red Deer who use this service. We appreciate the effort of looking to update these bylaws and taking feedback from all the market shareholders.

After completing the online survey I had a few concerns which I wanted to bring in front of you on behalf of 94 Cabs Red deer. We feel that there is an urgent need to change the bylaws to allow more taxi plates in red deer. Currently, 94Cabs only holds 6 plates (including

accessible chair plates). Compare to the call volume we have, the number of plates is which is causing a very high wait time for our customers and later result in bad review also most of the time loss of business (We can provide the data which shows the number of calls we receive, high wait time for customers, calls getting cancelled, no shows, bad reviews due to waiting time and also the regular and loyal customers we lost due to several reasons).

1. If the decision has to be made on the number of votes in the surveys, it will not be very fair for 94Cabs as we hold only 6 plates and the ratio of the votes is very less compared to our competitor. So, City Hall should consider the input from brokerages and make decision accordingly.
2. If the city decides to increase the number of taxi plates in Red Deer(which is very much needed), it will be very important to validate who can participate in the draw. We recommend that only existing brokerages should participate in this draw as they have the necessary infrastructure and finances to take quick action of introducing more vehicles on the road which will be a huge relief in the community of Red Deer.

In the end, I just want to add that we have full faith that the City will do what is needed for the community of Red Deer. We have found a love for Red Deer and enjoy being able to serve a diverse and wonderful community we now call home. We are always happy to serve and maintain a bar of excellence in the taxi industry in Central Alberta. In just a year and a half, this dynamic duo has made 94 Cabs Red Deer, the highest Google-rated taxi company in the Red Deer area. A true 94 Cabs fashion has joined the ranks of the top-rated in all of the province. 94 Cabs Red Deer has a vision of continuing to bring on new model vehicles while adding an environmentally friendly Hybrid service. 94 Cabs Red Deer will continue to bring a Premier Taxi service to the city with their "White and Green, New and Clean" cars and friendly service.

Shivam Mittal
Owner, 94 Cabs Red Deer

827-221-1717 | www.94cabsreddeer.com | info@94cabsreddeer.com
7460 49 Ave #8, Red Deer, AB T4P 1M2

To whom it may concern,

My name is Braydon Campbell and I am currently the Fleet Maintenance Manager with Alberta Gold Taxi Ltd. I have been a Red Seal Journeyman Automotive Service Technician since February 2012 and also hold a ATRA Master Technician's Certificate since January 2015. My background in the company started as a part time job installing taxi equipment in 2013 with my friend and mentor, the late Garth Larsen. He gave me the honor of carrying forward his legacy within the company. And today I am honoured to be writing this letter on behalf of the drivers and employees of Alberta Gold Taxi LTD. and Associated Cab in response to the industry consultation and review of Bylaw 3644/2020, Vehicle for Hire.

As our company has reviewed the conditions of the bylaw and been governed under such, we believe it may be in the Industries best interest, and in the interest of the City of Red Deer to consider what we believe to be fair and reasonable changes.

It is the opinion of our company that there are sections of this bylaw which should be considered for review on the basis of not only ensuring the safest possible service to the Citizens of Red Deer, but also to foster and encourage business independence and growth in this ever changing industry.

It is with this mutual goal of providing the Safest and Highest Quality service that we would like to make the following suggestions for change.

PROVISION:

Part 4, Section 40, Sub-Section B (Page 15):

A vehicle shall not be operated as a Taxi unless that vehicle:

(b) Is not more than ten (10) model years old, except as otherwise approved by the City Manager;

CONSIDERATION:

The vehicle requirements under the bylaw has been debated even at the onset of this bylaw since the redraft in 2020. Under the previous bylaw provisions the rules as they applied to Taxi vehicle requirements had set the standard at no more than 13 years.

What is rather unclear however through all the year rules as they have been passed through the bylaw is the true intention and purpose of this year rule. And how it is achieving its goal.

It is our understanding that this particular section of the bylaw was put into place in an attempt to ensure the safety of the vehicles being permitted to be used as a Taxi-Cab within the city of Red Deer. However it is under this consideration where I believe the bylaw may be missing its intended purpose. As the old saying goes, “newer isn’t always better”.

During the pandemic the year rule itself proved to be an obstacle as vehicle manufacturer supplies and dealership inventory dried up. This contributed to a shortage of available used vehicles and increased prices for what was available.

Going forward after the pandemic there is now a new push to the Electric Vehicle market which again contributes to the shortage of available vehicles to purchase and maintains inflated prices as inventory is cancelled and re-purposed for the new EV market.

However, this situation does cast some light onto this particular section of the bylaw. What makes newer better? And is a vehicle safer just because it is manufactured 4 years after another?

Let’s just use the theory of purchasing a Dodge Caravan. If you were to decide that your family needed a minivan and chose, say, a newer dodge caravan. Now the Dodge Caravan has been around for many many years. A true tried and tested vehicle. The dodge caravan remained unchanged from 2012 until 2018. All caravans from this particular era have the same Pentastar 3.6L Engine, 62TE 6-speed automatic Transmission. Same suspension, everything. All parts are completely interchangeable in this era of the caravan. Now here is the real kicker. A 2012 Dodge Grand Caravan with 80,000 Kilometers is valued at the \$8,000-\$10,000 mark. However the IDENTICAL van as a 2016 with 80,000 Kilometers is worth nearly \$25,000-\$30,000. Both vans are absolutely identical in every way except for one detail. The year stamped into the vehicle's VIN tag.

When considering this provision from both a business and safety perspective, there seems to be a void in the middle. How does a year affect the “safety” of a vehicle? And if this provision falls short how can it be amended to better serve both purposes?

Personally, I believe that the year rule has little to no impact towards the safety of a vehicle. It is more something that should be left up to a broker to decide as it has more effect towards company image than it does towards a safety aspect. For example, how could one argue that a 2018 Caravan with 350,000 Kilometers would be safer than a 2012 Caravan with 120,000 Kilometers? The year of manufacture has almost no impact towards the condition of a vehicle or it’s safe operation.

What does greatly impact the safe condition of a vehicle over time, is mileage. It is no secret that the more kilometers a vehicle acquired during its life, the more “worn out” you can expect the vehicle to be. As well it is a well-established and time proven fact that a vehicle approaching the 300,000 Kilometer mark indeed has, and is going to require significantly more repairs to maintain safe operation. While a vehicle over that 300,000 Kilometer mark can usually be repaired to safe condition with relative ease. By the time that vehicle nears or hits the 500,000 Kilometer mark, it has generally deteriorated to the point where it is no longer road-worthy.

It is my personal belief that instituting a Kilometer limit instead of a year limit refocuses on the safety aspect of the bylaw provision. Coupled with the requirements for safety

inspections already present in the bylaw under Part 8 - Inspections, This would create a safety net that best reflects the lifespan and safe condition of any motor vehicle which may potentially become a taxi-cab.

RECOMMENDATION:

The recommendation which we would like to put forward is that Part 4, Section 40, Sub-Section (b) be amended to remove the limit as it pertains to the required year of a vehicle. Instead, instituting a "Kilometer Cap" of no vehicle exceeding 450,000 Kilometers being commissionable as a Taxi-Cab.

This would provide greater emphasis on the safety and protection of the occupants. As well this change would mitigate the "business impact" of legislation that currently forces brokers to an inflated vehicle market. Granting brokers independence of the by-law as it regards their ability to manage their own company image.

For example:

(b) has no more than 450,000 Kilometers (279,617 Miles), except as otherwise approved by the City Manager;

PROVISION:

PART 9 – NUMBER AND ALLOCATION OF TAXI LICENCE PLATES

79 The maximum number of Taxi Licence Plates that may be issued each year under this bylaw shall not exceed:

(a) the number of Taxi Licence Plates issued as of December 31 in the immediately preceding year; or

(b) one Taxi Licence Plate per 750 persons of the city population based on the population of the City determined in the most recent census, whichever is greater; and;

(c) one Accessible Taxi Licence Plate per 15,000 persons of the city population based on the population of the city determined in the most recent census.

80 In addition to the above, five (5) more Taxi Licence Plates and two (2) more Accessible Taxi Licence Plates will be made available to Independent Owner Operators or a Taxi Brokerage in its first year of operation. The allocation of these plates will be a one-time increase in 2021 only.

81 Allocation of the additional Taxi Licence Plates shall be determined by a random draw conducted by the City Manager. Applicants for a Taxi Licence Plate must be eligible and meet all criteria under this bylaw to hold a Taxi Licence Plate or Accessible Taxi Licence Plate prior to entering their name in the draw. If there are any increases to the plate numbers based on the census, this will be determined and communicated by August of each year.

CONSIDERATION:

It is common knowledge that the survival of any industry or business is governed by the principles of supply and demand. In a world where everyone has a car, and a theoretical infinite supply in the transportation industry, what brings balance to the ever tipping scale of supply and demand and ensures protection for the 200+ Red Deer Families reliant on the income this local industry provides them? Regulation. The Bylaw is what ensures that all 200+ fathers, mothers, grandpa's and grandma's get a fair and liveable income providing this essential, round-the-clock service to the community. And this provision more than any guarantees that everyone gets their fair piece of the pie. It's what allows Newly Immigrated people from all corners of the planet the ability to come and make a steady and dependable income. Knowing that every time they go to work the customers will be there.

These families are always the most concerned as rumours start circulating that there is a consideration of getting rid of this "plate-cap". It is the only assurance they have that they will be able to continue maintaining a liveable wage and that the market will not become oversaturated. This is especially true as the closing of bars in Red Deer has already diminished their peak busy hours. This coupled with the looming economic recession and slow summer season has further heightened drivers' concerns of rumours circulating regarding the "plate-cap".

"History repeats itself" - Karl Marx. Political opinions aside, this particular quote has shown its merit over and over throughout the times.

This particular provision within the bylaw has proven itself to be the absolute guarantee of security to the industry over and over, in jurisdictions across the globe. As with all cities and municipalities, it always becomes a hot point at any alteration of bylaws. But most importantly the history of this provision speaks of its impacts in our own City. Many of our most senior drivers who have been with us for many years can tell of what follows the removal of the "plate-cap" in Red Deer.

Rewinding back to the early 90's, when City Cabs, Associated Cabs Red Deer, and Central Taxi were the taxi companies in town. The City of Red Deer at the time had decided that the plate cap was a limit to the local industry and thus, in a by-law change, removed the limit on the number of taxi-plates the city would issue.

In the ensuing industry Chaos, The owner of Associated Cabs in Calgary immediately sent a large portion of his own fleet to join Associated Cab here. Flooding the streets of Red Deer with taxis on every block, corner, and business in the city. And just like that the livelihoods of every driver in the city was crushed. With 20 cars sitting for every single call that came in. Many drivers spent day after day without even a single fare. And the ones that did get a fare knew that it may be the only one for days as the line-ups for taxi's waiting to take a fare grew and grew.

Fortunately the City of Red Deer was fairly quick to hear the cries of the drivers and put back in place the “plate-cap”. An almost sacred part of the taxi industry. And the guarantee to Taxi Drivers that their business is secure and protected by the municipality so that they can keep putting food on their families table. This plate cap has remained in place since it was re-instituted and indeed would be a step backwards if removed. After all, if this piece of by-law legislation isn’t so important, why does it exist in nearly every single municipality that the taxi industry is present in?

This same removal of “plate-caps” has been tried over and over in different jurisdictions across the globe. And they all share one disastrous outcome. The turmoil and disruption of taxi service until the plate-cap is reimposed.

The opinion of many is that the TNC and Ride-Share networks essentially mitigate the necessity for a “plate-cap”. However, those who survive in this industry recognize the necessity for it. Both industries, though very similar, remain worlds apart.

When a driver decides that he wants to operate as a TNC, there are certain undertakings the individual must fulfill in order to establish oneself as such. This includes obtaining proper licensing and insurance. Partaking in a “ride-share” program such as Uber or Lyft. All of which are reliant on their own efforts and often are not locally beholden, but rather managed on an international level. And once one has established themselves as such, still remains sudo-dependent on a unique set of skills and abilities not so commonly shared by the Taxi Industry. This has been experienced by a number of our own employees who themselves have dipped their toes into the TNC industry.

However when it comes to the Taxi Industry. There is local and often fierce competition. And as we saw back in the early 90’s with the resurgence of associated cab vehicles from Calgary flooding in to join Associated Cab Red Deer. The major players operating close to home can be rather anxious to exploit what market availability and competition is available. And unfortunately often showing very little regard for the Drivers of their taxis.

The taxi industry is a very unique sort of organization. Walking a delicate balance of cooperation between municipality, brokers, drivers, and the public. This is why the number and allocation of the taxi plates is so essential. Without having a set number of available plates, the market always becomes rapidly oversaturated. And the more fingers in the pie, the less everyone gets. Until those who have dedicated the most to serving the community, some for decades, are left with nothing. However, maintaining the “plate-cap” complimented by the competition that TNC brings into the market only encourages a diversity of transit options for the consumer while also protecting those who rely on the income that the industry provides. None of which could exist in a “wild-west” scenario.

RECOMMENDATION:

Maintain existing regulations as written.

These provisions are what we feel would be best from within the industry as a whole. Our proposed change to the year rule would bring about a new freedom to Brokers, Independants and Driver owners. Releasing the financial burdens of forcible procurement of expensive vehicles and instead, focusing the Bylaw provision on its most essential responsibility. Ensuring the safety of vehicle occupants and the Citizens of Red Deer.

We believe that this change, when backed up by the existing cap on the number of taxi-plates, will ensure that the operators of all taxis have security against market saturation. Ensuring the profitability for all Taxi-Drivers in the City of Red Deer and service to the community.

Thank you for taking the time to read our recommendations. We look forward to continuing our community in unity with the City of Red Deer and growing with our city.

Sincerely,

Braydon Campbell and the staff of Alberta Gold Taxi and Associated Cab

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MEMORANDUM

TO: Licensing Team, City of Red Deer, licensing@reddeer.ca

SUBJECT: Red Deer Vehicle for Hire Bylaw Review

DATE: March 15, 2023

CONTACT: Yanique Williams, Public Policy Manager, Uber, yanique@uber.com

Introduction

Since our first trip in Red Deer in 2017, residents have had access to a new income opportunity via the Uber app which they can do on their own schedule day or night - weekend or weekday - simply by meeting the regulated safety criteria and pressing the Go button. These drivers completed thousands of safe trips for riders heading to grocery stores, the airport, medical appointments, or home from a night out.

The on-demand economy has helped make everyday life easier for residents of Red Deer - saving time, increasing choice, and improving mobility. Riders have looked to rideshare as an alternative to personal car ownership and a safe alternative to get from point A to point B.

Uber is proud of our record in Red Deer and the impact we've had to date. However, it's important to note that Red Deer has the most onerous requirements for a city of its size in the country.

As the City of Red Deer looks to update parts of the Vehicle for Hire Bylaw that was adopted in 2021, we would like to propose a few recommendations for your consideration. We believe these recommendations will improve clarity and understanding, while also responding to concerns previously shared about the bylaw since it came into effect.

Red Deer Bylaw Review

We would like to work with the City of Red Deer to make things easier for drivers to get on and stay on the platform, which, in turn, will make it easier for riders to get around, while maintaining our commitment to public safety.

The current municipal licensing regime in Red Deer is highly complicated and resource-intensive to administer. The complex and at times duplicative regulations create barriers to entry and impose costs on drivers and riders. As such, the number of drivers on the Uber platform in Red Deer remains depressed with sometimes fewer than 10 drivers taking a

trip in a given week, which not only hurts drivers but also residents who are looking for alternative and safe transportation options.

At a time when the world is digitising, establishing in-person processes is quite challenging for potential drivers, especially those who may have responsibilities during normal business hours.

No other jurisdiction of comparable size in Alberta, such as Airdrie, St. Albert or Lethbridge, has any driver licensing requirements or fees. Neither does Edmonton, a market that is 10x larger than Red Deer in population, with over 50x more drivers.

Alberta has a pre-existing, province-wide, practical and easy-to-understand provincial regulation governing ridesharing: the *Transportation Network Companies Regulation*, Alta Reg 100/2016 (the "TNC Regulation").¹ It covers licensing of TNCs like Uber. Under this regulation, a driver must have Class 1, 2 or 4 licence. The driver must provide Uber with a vulnerable sector check (VSC) screening when driver first signs up, which would show pardoned sexual offences along with any other criminal charges or non-pardoned convictions. After that initial check, the driver must provide Uber with an annual criminal record and judicial matters check (CRJMC), which would capture any newly-acquired charges. The TNC Regulation has insurance coverage requirements to ensure the public is protected. The province-wide regulation is good and is all that is needed to protect public safety without adding needless red tape.

By contrast, media articles have highlighted the onerous red tape and hassle of Red Deer's current rideshare registration system.² Red Deer's burdensome system is contrary to the provincial government's mandate of removing unneeded red tape at all levels of government, including the municipal level.³ And in our experience, Red Deer's registration system ranks amongst the most onerous in all of Canada when it comes to putting a regulatory burden on drivers which does little to pragmatically advance the interests of public protection and safety.

We would encourage the City of Red Deer to align with similar municipalities in Alberta and remove the current driver licensing requirements, or at the very least remove the major friction points of the current driver licensing model. We have outlined the main challenges with the current driver licensing model below.

Revamp driver licensing

Currently, vehicle for hire drivers must apply for a Driver for Hire Licence and provide the licensing office with a series of **paper documents** (drivers licence, abstract, Vulnerable Sector Check (VSC)). No other municipality in Alberta requires paper documents in today's digital world.

¹ https://kings-printer.alberta.ca/1266.cfm?page=2016_100.cfm&leg_type=Regs&isbncln=9780779820689&display=html

² <https://rdnewsnow.com/2021/12/30/changes-to-onerous-rideshare-regulations-irk-red-deer-uber-driver/>

³ <https://www.alberta.ca/cut-red-tape.aspx>

When applying for a licence, an applicant also has to demonstrate “authorization from the TNC to be a TN Driver for that TNC” (section 11 (i)). Since Red Deer has to approve each driver before they can take trips with Uber, this leads to a circular cycle between all involved as Uber would only ‘authorise’ the driver to drive in Red Deer ***if Red Deer approved their Driver for Hire Licence***. This is particularly challenging for new drivers who would not yet be able to show proof of active status. No other municipality or province requires something like this.

Requests:

- Remove the requirement for each individual driver to obtain a city-issued licence, and instead licence the TNC and hold the TNC accountable for collecting the required documentation.
- Allow rideshare drivers to provide Uber with electronic copies of required documents such as background checks.
- Remove the “TNC authorization” document requirement.
- Allow Uber to submit driver lists for licensing on behalf of the driver once Uber has collected the required documents such as background check, driving history, etc.
- Remove the requirement for the driver to attend the licensing office in-person.

All of these initiatives would help bring Red Deer into harmonisation with other Alberta jurisdictions as well as the provincial TNC Regulation and red-tape reduction initiative.

Rolling licence renewals

All of the Driver for Hire licences ***currently expire for every driver in the market on the same day (August 30) each year*** (section 13). This is a cumbersome policy as it increases the City’s administrative workload to process renewals. Additionally, this results in a number of drivers having to go offline at the same time, reducing availability of ridesharing in the city. When compared to Lethbridge, a municipality that is further from Calgary, and has a lower population (92K in Lethbridge vs. 99K in Red Deer) but does not have city-mandated driver licensing, there are 60% more active Drivers and 60% more trips taken in Lethbridge than in Red Deer.

The current licensing structure also creates a potential marketplace risk in that if many drivers fail to renew their licence close to the expiry date, there will not be enough drivers who can be active on the platform after August 30th to sustain drivers in Red Deer until they’ve completed the onerous renewal process. This creates an unnecessary point of friction for drivers turning to the platform to earn and it also creates frustration for drivers who applied for their initial licence close to Aug 30, as they will need to apply for their licence again.

Requests:

- Allow for rolling renewals. I.e., Uber should remove account access when a driver’s document (annual background check, annual driving history check, etc.) expires.
- Eliminate the singular annual rollover date of August 30th.

Annual Licensing Fee

Each driver is required to pay a \$100 annual licensing fee. At this rate, Red Deer is the only municipality to charge driver licensing fees, among other similarly sized municipalities such as Airdrie, St. Albert or Lethbridge.

Ultimately, high fees and increased red tape can discourage others, whether established global players or new local start-ups, from entering the market, which limits competition and consumer choice. We encourage the City of Red Deer to look at the needs of today's rideshare users — riders and drivers alike — and create rules tailored to this modern industry.

Requests:

- Eliminate the \$100 annual licensing fee to reduce the costs on drivers who are just trying to earn a bit of extra income on the Uber platform.
- Continue to charge a licensing fee to TNCs like Uber.

Any cost-recovery justification for the \$100 fee will disappear once the City cuts out needless red tape and eliminates the concurrent municipal effort that results from administering this burdensome scheme.

For the reasons mentioned above, **we recommend that the City of Red Deer reevaluate its current driver licensing requirements and remove them altogether, to be in line with similarly sized municipalities in Alberta.**

Uber's commitment to safety

Beyond the robust background checks of drivers, Uber invests in numerous policies, processes, and partnerships, and leverages the most advanced safety technology available to help keep riders and drivers safe across the country.

Key safety features include:

- **In-App Safety Toolkit:** Passengers have immediate access to the Uber app's safety features all in one place, including the ability to share your trip status with friends and family in real time, 24/7 incident support, and an emergency assistance button to call to get help if you need it. The app displays your location and trip details, so you can quickly share them with the emergency dispatcher.
- **Engagement with Law Enforcement:** Uber works very closely with law enforcement. We have an online portal just for law enforcement inquiries where law enforcement can put in data and information requests from Uber. Uber also has a Law Enforcement Operations team that works on the ground with local law enforcement. Unlike many other urban transportation options, TNCs maintain detailed records of every trip including the identities of drivers and riders. These records are always kept secure and private, but are available when law enforcement has a legitimate need to access them.

- **RideCheck:** By using sensors and GPS data, RideCheck can help detect if a trip goes unusually off-course or if a possible crash has occurred. If the app alerts Uber to anything out of the ordinary, we'll reach out to provide riders with the tools to get help.
- **Real-time ID Check:** Uber utilises facial recognition software to randomly require drivers to take a "selfie" to ensure that the correct driver is accessing the account.
- **Audio Recording:** A new safety feature that enables riders and drivers to record audio during a trip. All audio recordings are encrypted and stored securely on the rider's or driver's device. The recording can only be accessed by Uber if the rider or driver reports a safety incident and chooses to share the recording with Uber.
- **Commitment to Women's Safety:** Uber actively partners with leading sexual assault and domestic violence partners around the world to ensure those fleeing gender-based violence can access safe transportation. In Canada, Uber works with organisations such as YWCA Canada, the Canadian Centre to End Human Trafficking and #NotInMyCity to help keep people safe and end gender-based crimes in our country. Uber also recently launched Women Rider Preference, a feature that allows women and non-binary drivers to request trips from women riders.

While these represent some of our key safety features at the moment, we are constantly working to improve the safety of our platform, leveraging technology wherever possible.

Conclusion

Uber wishes to continue availability in Red Deer. For the past five years, we have been subject to a provincial regulatory framework without incident. It would be deeply disappointing to drivers and riders to have the municipality continue to impose regulations that could prevent the continued availability of Uber.

Thank you for the opportunity to provide additional feedback on a regulatory framework that meets the city's interest in safety and control while balancing the fact that ridesharing is a unique business model from other transportation options.

We would also be happy to make a presentation to an upcoming meeting of Council to discuss any of these points further. I can be reached at yanique@uber.com at any time - I look forward to meeting with you.

From: [Amy Fengstad](#)
To: [Amara Heppell](#); [Dan Ouwehand](#); [Gwendalee Woody](#)
Subject: FW: [External] Ride Sharing Bylaw Change Support
Date: March 24, 2023 8:24:42 AM

From: Mike Olesen
Date: March 18, 2023 at 9:14:49 AM MDT
To: Erin Stuart <Erin.Stuart@reddeer.ca>
Subject: [External] Ride Sharing Bylaw Change Support

Hi Erin, nice catching up with you the other day. As we discussed, Westerner Park would like to ensure we share our strong support towards "ride sharing" being made more available in Red Deer.

As the hosts of numerous major events on a weekly basis, we regularly experience the frustration of our attendees that they cannot reasonably get a taxi leaving our events. This can be connected to:

- Guest experience: Without this option, it becomes a deterrent for people to either attend events, or to be able to fully enjoy themselves. This limits our earning potential.
- Safety: As guests make bad choices because their options become more limited to get home.

We would suggest that Ride Sharing versus an increase in available taxi's is the more feasible option. This is due to the lower frequency but higher demand our events create. We have a much lower impact over the week, but as we host major events on weekends, we likely increase the demand exponentially, which we feel is a better formula served by the ride sharing model.

Please let us know what we can provide in addition to this casual feedback.

Thanks Erin! Mike

Westerner Park

Mike Olesen

Chief Executive Officer
4847A 19 Street
Red Deer, AB T4R 2N7
westernerpark.ca

BYLAW NO. 3644/2020**A BYLAW TO ESTABLISH A SYSTEM OF LICENSING AND REGULATING OF VEHICLES FOR HIRE AND DESIGNATED DRIVER SERVICES**

WHEREAS, pursuant to section 7 and 8 of the *Municipal Government Act*, R.S.A 2000, council may pass bylaws for municipal purposes respecting:

- (i) the safety, health and welfare of people and the protection of people and property;
- (ii) transport and transportation systems;
- (iii) licences, permits and approvals;
- (iv) businesses, business activities and persons engaged in business; and
- (v) the enforcement of bylaws;

AND WHEREAS, Council considers it necessary and desirable to regulate drivers, vehicles for hire, brokers and designated driver services for the purposes of health and safety and protection to ensure a quality service is available to the travelling public in the City of Red Deer;

AND WHEREAS, Council does not wish to specify many of the fees, rates, fares, tariffs and charges that may be charged for the hire of vehicles under this bylaw in order to foster a free and competitive environment that will benefit consumers;

NOW THEREFORE, COUNCIL FOR THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, ENACTS AS FOLLOWS:

PART 1 - DEFINITIONS AND APPLICATION**Short Title**

1 This bylaw shall be called the “Vehicle for Hire Bylaw”.

Definitions

2 Unless defined in Section 3, words used in this bylaw have the same meaning as in the *Traffic Safety Act* and its regulations.

3 In this bylaw:

- (a) “**Accessible Taxi**” means a Taxi that is equipped to provide transportation services to persons using a mobility aid and has been approved by the City of Red Deer as an accessible taxi;
- (b) “**App**” or “**Mobile App**” means a software program residing on a mobile phone or other digital electronic device which performs one or more of the following functions:

- (i) allows a person to identify the locations of available Vehicles for Hire and allows a Driver of a Vehicle for Hire to identify the location of a person who is seeking the services of a Vehicle for Hire;
 - (ii) allows a person to request a Vehicle for Hire via the mobile phone or other digital electronic device;
 - (iii) allows a Driver of a Vehicle for Hire to receive a request from a potential passenger; and
 - (iv) allows for the payment of Vehicle for Hire service through electronic means;
- (c) **“Brokerage”** means a business that is licensed to conduct operations that include:
- (i) ¹administering Taxi, Shuttle Service, and/or Limousine fleets; and
 - (ii) receives telephone or radio calls from prospective passengers and directs a person Operating a Vehicle for Hire to attend at the passenger’s location;
 - (iii) offers or operates any part of a mobile App or other electronic service including a transportation network, that receives requests for transportation services from prospective passengers and connects such requests to a person Operating a Vehicle for Hire; or
 - (iv) ²dispatches Designated Drivers to provide Designated Driver Service to another individual in any manner, including any person offering or licensing a mobile App, website, or other technology that connects passengers with Designated Drivers or is held out as being for the purpose of connecting Passengers with Designated Drivers;
 - (v) ³accepts calls for contracts for services of Limousines; or
 - (vi) ⁴Accepts calls for contracts for Shuttle Services.
- but does not include an Independent Driver Operator.
- (d) **“Brokerage Licence”** means a Licence issued pursuant to this bylaw authorizing the Licensee to operate a Brokerage;
- (d) **“Bylaw Enforcement Officer”** means a bylaw enforcement officer appointed by the City, or a peace officer;

¹ 3644/A-2022
² 3644/A-2022
³ 3644/A-2022
⁴ 3644/A-2022

- (e) **“Designated Driver”** means a person who operates a vehicle owned by a person for the purposes of providing Designated Driver Services;
- (f) **“Designated Driver Service”** means the transportation of a registered vehicle owner or an individual in lawful possession of the registered owner’s vehicle, his or her passengers for compensation, where the registered vehicle owner or the individual in lawful possession of the vehicle is unable to operate it;
- (g) **“Dispatch”** means the service provided by a Brokerage to connect passengers to Drivers, and includes;
 - (i) a general dispatch;
 - (ii)⁵a Taxi and Accessible Taxi dispatch;
 - (iii)⁶a Shuttle Service dispatch; and
 - (iv) a Transportation Network Company dispatch.
- (h) **“Driver”** means a person who holds a valid Driver for Hire Licence;
- (i) **“Driver for Hire Licence”** means a Licence issued pursuant to this bylaw authorizing the Licensee to operate a Vehicle for Hire (of the type identified in the Licence) or authorizing the Licensee as a Designated Driver, within the City of Calgary;
- (j) **“Drop-Rate”** means a flat rate that is the minimum charge for using a taxi or accessible taxi service. This is the cost the customer pays if traveling less than 100 meters.
- (k) **“Electronic Payment System”** means a system by which a passenger may pay a fare by an immediate electronic withdrawal from the passenger’s bank account or charge to the passenger’s credit card account;
- (l) **“Independent Driver Owner”** means a person, who owns not more than three Vehicles for Hire and who operates one of those Vehicles for Hire as the primary driver and is not affiliated with or dispatched by a Brokerage;
- (m) **“Licence”** means any Licence issued under this bylaw;
- (n) **“Licensed Mechanic”** means a person holding a valid Alberta Journeyman Certificate as an automotive service technician or heavy duty mechanic pursuant to the *Apprenticeship and Industry Training Act* or an Interprovincial Seal certification recognized by Alberta Industry and Training;

⁵ 3644/A-2022

⁶ 3644/A-2022

⁷ 3644/A-2022

- (o) **“Licensee”** means a person named on a valid Licence issued pursuant to this bylaw;
- (p) **“Limousine”** is not restricted to stretched vehicles, but means a luxury Vehicle for Hire that provides Pre-arranged Services only;
- (q) **“Mechanical Inspection Certificate”** means a mechanical inspection certificate issued in writing by a Licensed Mechanic pursuant to this bylaw certifying that the vehicle is mechanically fit to be operated as a Vehicle for Hire;
- (r) **“Municipal Tag”** means a tag issued by the City pursuant to the *Municipal Government Act* that alleges a bylaw offence and provides a person with an opportunity to pay an amount to the City in lieu of prosecution for the offence;
- (s) **“Officer”** means a Bylaw Enforcement Officer, a Peace Officer or a member of the R.C.M.P.
- (t) **“Peace Officer”** means an Officer appointed under the *Peace Officer Act*;
- (u) **“Pre-arranged Service”** means transportation services provided by a Vehicle for Hire that are arranged, booked, scheduled, or requested by the passenger in advance of the Vehicle for Hire arriving at the passenger’s location and including Designated Driver Service;
- (v) **“Shuttle Service”** means transportation services provided by a Vehicle for Hire at a predetermined rate and times between predetermined location(s) and other such locations and routes to be established by the Shuttle Brokerage or Independent Driver Owner;
- (w) **“Street Hailing”** means offering, soliciting, or accepting offers to provide transportation service, or providing transportation service, to passengers that is not pre-arranged but occurs through a verbal action, such as a calling out, yelling, whistling and/or a physical action such as raising one’s hand or arm;
- (x) **“Taxi”** means a Vehicle for Hire that provides transportation service to passengers as requested by the passenger for a fee that is based on the distance travelled and includes but is not limited to a vehicle for which a valid Licence Plate has been issued, but does not include a Transportation Network Vehicle or Automobile;
- (y) **“Taxi Licence Plate”** means the City identification plate issued under this bylaw for attachment to a Taxi or Accessible Taxi;

⁸ 3644/A-2022

- (z) **“Taxi Meter”** means a device or App residing on a mobile phone or other electronic device which is used to compute and display the fee or fare payable for services provided by a Taxi or Accessible Taxi;
- (aa) **“Transportation Network Company”, “Transportation Network Vehicle”** and **“Transportation Network Driver”** have the meaning given in the *Transportation Network Companies Regulation* (Alberta);
- (bb) **“Vehicle for Hire”** means a vehicle used or offered for the transportation of at least one passenger in return for compensation from any place within the City to a destination either within or outside of the City, and includes but is not limited to:
- (i) an Accessible Taxi;
 - (ii) a Limousine;
 - (iii) a Taxi; and
 - (iv) a Transportation Network Automobile;
 - (v)⁹ a Shuttle Service
- but does not include any vehicle or class of vehicle exempted by this bylaw as determined by the City Manager.
- (cc) **“Vehicle for Hire Inspection Station”** means a Brokerage approved by the City Manager or a business that holds a Vehicle Inspection Program Licence issued by Alberta Transportation and is approved by the City Manager to conduct vehicle inspections for the purpose of this bylaw; and
- (dd) **“Violation Ticket”** has the meaning given to it in the *Provincial Offences Act* (Alberta).

Application and Exemptions

4 This bylaw applies to the operation of Vehicles for Hire and Designated Driver Services.

5 This bylaw does not apply to:

- (a) a vehicle that is part of a transit system operated by a municipality or an intermunicipal bus service;
- (b) a school bus used to convey students to and from school;
- (c) an emergency vehicle;

⁹ 3644/A-2022

- (d) a funeral hearse;
- (e) a courtesy vehicle in association with a vehicle repair shop where a customer is driven to a predetermined destination;
- (f) any service where the passenger is driven without a fee, or compensation of any sort, in his or her own vehicle;
- (g) a vehicle used for carpooling where the only compensation is a reimbursement of out of pocket expenses directly related to the transportation;
- (h) a vehicle carrying passengers who pay a fare or fee for the service where the passenger is picked up outside the city; or
- (i) a vehicle used in providing care to clients who require personal assistance with activities of daily living where:
 - (i) the arrangement and provision of that transportation is not the primary business of the person providing the service; and
 - (ii) no compensation is directly charged or collected for the provision of that transportation portion of the service being provided.

PART 2 - LICENSING PROVISIONS

Required Licences

6 The following vehicles require a Taxi Licence Plate issued under this bylaw:

- (a) A Taxi; and
- (b) An Accessible Taxi.

7 The following persons require a Driver for Hire Licence under this bylaw:

- (a) Taxi Drivers;
- (b) Accessible Taxi Drivers;
- (c) Limousine Drivers;
- (d) ¹⁰Designated Drivers;

¹⁰3644/A-2022

- (e) ¹¹Shuttle Service Drivers; and
- ¹²(f) Transportation Network Drivers.

8 The following Brokerages require a Brokerage Licence under this bylaw:

- (a) Taxi Brokerages;
- (b) Brokerages for Limousines;
- (c) ¹³Brokerages for Designated Driver operations;
- (d) ¹⁴Brokerages for Shuttle Services; and
- (e) Transportation Network Brokerages.

Display of Information

9 No person may drive, cause or permit the driving of vehicle regulated under this bylaw unless the following information is displayed in a prominent location:

- (a) for a Taxi or Accessible Taxi:
 - (i) the Taxi License Plate displayed on the vehicle in a manner visible to passengers from the exterior of the vehicle;
 - (ii) the Driver for Hire Licence for the person driving the vehicle, displayed on the interior of the vehicle in a manner visible to passengers; and
 - (iii) the Brokerage name and contact information displayed on the exterior of the vehicle;
- (b) for a Transportation Network Vehicle:
 - (i) there must be no equipment or markings in or on the vehicle that identify the vehicle as a Taxi or Accessible Taxi, including the words "Taxi", or "Cab" or a top light or meter;
 - (ii) ¹⁵the Driver for Hire Licence for the person driving the vehicle, displayed on the interior of the vehicle in a manner visible to passengers or by a device available to passengers electronically through a mobile APP used by the Brokerage for that Transportation Network Vehicle; and

¹¹ 3644/A-2022
¹² 3644/A-2022
¹³ 3644/A-2022
¹⁴ 3644/A-2022
¹⁵ 3644/A-2022

- (iii) the Transportation Network Company name they are affiliated with, prominently displayed on or in a manner visible to passengers from the exterior of the vehicle.
- (c) for a Limousine:
 - (i) the Driver for Hire Licence for the person driving the vehicle, displayed on the interior of the vehicle in a manner visible to passengers; and
 - (ii) the Brokerage name and contact information displayed on the exterior of the vehicle.
- (d) for a Designated Driver's vehicle:
 - (i) the Driver for Hire Licence for the person driving the passenger's vehicle;
 - (ii) the Brokerage name and contact information on or visible from the exterior of the vehicle.
- ¹⁶(e) for Shuttle Service Vehicle:
 - (i) the Driver for Hire Licence for the person driving the vehicle, displayed on the interior of the vehicle in a manner visible to passengers; and
 - (iii) the Brokerage name and contact information displayed on the exterior of the vehicle.

Application Requirements

10 A person who wishes to apply as an Independent Driver Owner for a Driver for Hire Licence must provide all of the following to the City Manager:

- (a) a completed application in the form prescribed by the City Manager;
- (b) the fees prescribed by Schedule "A" of this bylaw;
- (c) proof of a valid and subsisting Class 1, 2, or 4 Alberta operator's licence as set out in the *Operator Licensing and Vehicle Control Regulation (AR 320/2002)* or an interim operator's permit, issued to the applicant;
- (d) a five (5) year abstract of the applicant's driving record issued by the Provincial Alberta Registrar of Motor Vehicle Services dated within 60 days of the application;
- (e) a police information check, and where there are positive results on the police information check, a vulnerable sector search, both dated within 180 days of the application, issued for the applicant;

¹⁶3644/A-2022

- (f) ¹⁷if the applicant may drive an Accessible Taxi at any time, proof of training use of specialized equipment used to transport persons with disabilities and Mobility Aids as specified by the City Manager;
- (g) a photograph of the applicant's face for incorporation into the Driver for Hire Licence, in a form acceptable to the City Manager;
- (h) an address to which documents may be served or delivered to the applicant;
- (i) anything else that the City Manager may reasonably require to process the application.

11 A person who wishes to apply for a Driver for Hire Licence must provide the following to the City Manager:

- (a) a completed application in the form prescribed by the City Manager;
- (b) the fees prescribed by Schedule "A" of this bylaw;
- (c) proof of a valid and subsisting Class 1, 2, or 4 Alberta operator's licence as set out in the *Operator Licensing and Vehicle Control Regulation (AR 320/2002)* or an interim operator's permit, issued to the applicant;
- (d) a five (5) year abstract of the applicant's driving record issued by the Provincial Alberta Registrar of Motor Vehicle Services dated within 60 days of the application, unless otherwise directed;
- (e) a police information check and where there are positive results on the information check, a vulnerable sector search, both dated within 180 days of the application, issued for the applicant;
- (f) the name of the Brokerage that the applicant is affiliated with, unless the applicant is applying as an Independent Driver Owner;
- (g) ¹⁸if the applicant may drive an Accessible Taxi at any time, proof of training use of specialized equipment used to transport persons with disabilities and Mobility Aids as specified by the City Manager;
- (h) ¹⁹if the applicant is applying to be a Driver for Hire for a Brokerage, authorization from the Brokerage to be a Vehicle for Hire Driver for that Brokerage;

¹⁷ 3644/A-2022

¹⁸ 3644/A-2022

¹⁹ 3644/A-2022

- (i) if the applicant is applying to be a Transportation Network Driver, authorization from the Transportation Network Company to be a Transportation Network Driver for that Transportation Network Company;
- (j) a photograph of the applicant's face for incorporation into the Driver for Hire Licence, in a form acceptable to the City Manager;
- (k) an address to which documents may be served or delivered to the applicant;
- (l) anything else that the City Manager may reasonably require to process the application.

12 A person who wishes to apply for a Brokerage Licence must provide all of the following to the City Manager:

- (a) a completed application in the form prescribed by the City Manager;
- (b) the fees prescribed by Schedule "A" of this bylaw;
- (c) all Brokerages administering Taxi fleets must have at least one (1) Accessible Taxi available for Dispatch per 20 Taxis in the fleet;
- (d) if the applicant is applying for a Brokerage Licence for Taxis, proof, satisfactory to the City Manager, that the applicant will provide Brokerage operations for at least three (3) Taxis;
- (e) if the applicant is applying for a Brokerage Licence for a Transportation Network Company, proof, in a form satisfactory to the City Manager, that the person has a valid approval granted by the Registrar pursuant to the *Transportation Network Companies Regulation (Alberta)* to operate as a Transportation Network Company and
- (f) any other information the City Manager may reasonably require to process the application.

Expiry Dates

13 Unless otherwise cancelled, suspended or terminated, every Licence issued under this bylaw shall expire on August 30 of every year.

Property of the City

14 Every Licence or Taxi Licence Plate issued under this bylaw remains at all times the property of the City and the person in possession of a Licence that is expired, suspended or terminated shall immediately return it to the City Manager.

Transfer

15 A Brokerage or Driver for Hire Licence issued under this bylaw is not transferrable.

- (a) In the event of a Brokerage Business sale, a Person who wants to sell the Brokerage shall apply in writing for the transfer to the City Manager. The application shall be in the form and contain the information specified by the City Manager.
- (b) Upon receipt of an application for transfer, the City Manager shall either approve or refuse the transfer.
 - (i) If approved, the transferor shall immediately present the Taxi Licence Plates and all Vehicle for Hire documentation related to the transfer to the City Manager for processing into the name of the transferee.
 - (ii) The Purchaser of the existing Brokerage Business must:
 - (A) Apply for a new Brokerage Licence;
 - (B) Provide the required Brokerage application details as listed under section 12.

16 A Taxi Licence Plate is not transferable, but may be used by the Brokerage to which it has been issued for any vehicle within that Brokerage's fleet.

Replacement

- 17** The City Manager may replace a Licence upon payment of the fee prescribed by Schedule "A" if:
- (a) the Licence is damaged and it has been returned to the City Manager; or
 - (b) the Licence is lost or stolen and the City Manager is satisfied that the theft has been reported to the police.

Duty to Inform

- 18** In respect of a Vehicle for Hire, the owner must immediately notify the City Manager at any time:
- (a) the provincial registration certificate, insurance policy, or the agreement with the Brokerage related to the vehicle expires or is suspended or cancelled; or
 - (b) the vehicle is stolen.
- 19** In respect of Driver for Hire Licences, the Licensee must immediately notify the City Manager if any information contained in the police information check or vulnerable sector search that was provided under Section 11 changes and must provide an updated information check and/or vulnerable sector search, as applicable, immediately.

- 20** In respect of Driver for Hire Licences, the Licensee must immediately notify the Brokerage and the City Manager if he or she is convicted of a traffic violation, which result in demerit points or convictions in excess of those listed in Section 34(c).
- 21** Upon receipt of the updated information, the City Manager may suspend, impose conditions on the Driver for Hire Licence to address the information updated check or search.
- 22** If, at any time during the term of a Driver for Hire Licence, the Licensee's provincial operator's licence expires or is suspended or cancelled, the Licensee must immediately notify the City Manager.
- 23** A Taxi Brokerage shall notify the City Manager immediately, in writing, if its operations or is otherwise unable to provide Dispatch services or accept contracts for the service of the minimum number of Vehicles for Hire indicated on its Brokerage Licence.
- 24** A Brokerage shall notify the City Manager immediately if the Brokerage has grounds to believe that any Driver for Hire is unfit to drive a Vehicle for Hire, or has been charged or convicted of an offence related to personal safety or the unlawful operation of a vehicle.

Automatic Suspension and Cancellation

- 25** If a Driver for Hire's provincial vehicle registration certificate, insurance policy or agreement with a Brokerage is suspended, cancelled, or expires at any time during the term of the licence, or if the vehicle is stolen, the Driver for Hire Licence is deemed to be immediately suspended without prior notice to the Driver for Hire.
- 26** If a Licensee's provincial operator's licence expires or is suspended or cancelled at any time during the term of a Driver for Hire Licence, the Driver for Hire Licence is deemed to be immediately suspended without prior notice to the Licensee.
- 27** If a Licensee is convicted of an offence listed in Section 28 at any time during the term of a Driver for Hire Licence, the Driver for Hire Licence is deemed to be immediately cancelled without prior notice to the Licensee.

Police Information Check Requirements

- 28** No Driver for Hire Licence shall be issued if, within 10 years preceding the date of application, the person was convicted of any of the following offences under the *Code* (Canada), the *Controlled Drugs and Substances Act* (Canada) or the *Provincial Offences Act* (Canada):
- (a) any offence of a violent nature, including firearms and weapons offences;
 - (b) any offence involving sexual assault, sexual exploitation, sexual interference, sexual touching, procuring or invitation to sexual touching;

- (c) trafficking;
- (d) any offence involving fraud or fraudulent transactions, conspiracy to defraud, use of false pretenses, bribery, extortion or theft; or
- (e) any criminal offence relating to the unlawful operation of a vehicle.

29 If, when applying for a Driver for Hire Licence, an applicant's police information or vulnerable sector check reveals a pending charge for any offence described in Section 28, the City Manager may issue the Driver for Hire Licence with conditions including, but not limited to, conditions that specifically address a pending charge.

Insurance

30 Every Driver of a Vehicle for Hire and every Vehicle for Hire must be covered at all times by either:

- (a) a vehicle liability policy that complies with the *Insurance Act, RSA 2000, c I-3* and provides coverage of not less than the limits prescribed in the *Commercial Vehicle Insurance Certificate and Insurance Regulation (AR 314/2002)*; or
- (b) a vehicle liability policy or a Transportation Network Automobile insurance policy that complies with the *Insurance Act, RSA 2000, c I-3* and the *Transportation Network Companies Regulation (AR 100/2016)*, and provides coverage of not less than the limits prescribed in the *Transportation Network Companies Regulation*.

31 The insurance required by Section 30 may be satisfied by a valid insurance policy/certificate held by:

- (a) a Brokerage that holds a valid Brokerage Licence, provided that the Brokerage Licensee is a named insured on the policy or the affiliate of a named insured on the policy;
- (b) the Driver of a Vehicle for Hire;
- (c) the owner of the Vehicle for Hire; or
- (d) any combination of the persons listed in subsections 31 (a)-(c).

32 Upon the request of the City Manager or a Bylaw Enforcement Officer, a person listed in Section 31 (a)-(c) must provide a complete copy of the insurance certificate and

33 In a prosecution for a contravention of this bylaw pertaining to insurance required by Section 30, the onus of proving that a valid insurance policy exists is on the person charged with the contravention and the sufficiency of the insurance policy on the balance of probabilities.

PART 3 - LICENCE REVIEWS AND APPEALS

Licence Review

34 The City Manager may refuse, suspend or cancel a Licence, and may impose any conditions on a Licence for any of the following reasons:

- (a) the applicant, Licensee or vehicle that is the subject of the Licence does no longer meets the requirements of this bylaw;
- (b) the applicant or Licensee has been convicted of a criminal or provincial offence not listed in Section 28 and the City Manager reasonably believes that it is in the public interest to do so;
- (c) the five year driver record for the applicant or Licensee has more than eight demerit points or a single major conviction on the abstract (major being four or more demerits points or more); more than three (3) minor convictions (minor being three (3) demerit points or less);
- (d) the applicant or Licensee:
 - (i) furnishes false information or misrepresents any fact or circumstance to the City Manager or a Bylaw Enforcement Officer;
 - (ii) refuses to provide any information required under this bylaw to the City Manager or a Bylaw Enforcement Officer;
 - (iii) fails to pay a fine imposed by a court for a contravention of this bylaw; or
 - (iv) fails to pay any fee required by this bylaw.

Notice of Decision

35 If a decision is made to refuse, suspend or cancel a Licence, or to impose conditions on a Licence other than conditions automatically imposed by this bylaw, the City Manager must:

- (a) notify the applicant or Licensee of the decision in writing;
- (b) if the decision is to refuse, suspend or cancel a Licence, give reasons for the decision, the suspension or cancellation and notify the applicant or Licensee of their right to appeal; and
- (c) if conditions are imposed on a Licence, notify the applicant or Licensee of the conditions and their right to appeal.

36 The City Manager must provide written notice of a decision to suspend or cancel a Licence for Hire Licence to the Brokerage that provides Dispatch services for that driver.

Appeal

37 A person:

- (a) who has been refused the issuance of a Licence;
- (b) whose Licence has been suspended or cancelled; or
- (c) whose Licence is made subject to conditions, other than conditions automatically imposed by this bylaw;

may appeal to the Red Deer Appeal and Review Board in accordance with the related procedures as outlined in The Appeal Boards Bylaw.

38 A person may not appeal:

- (a) a refusal to issue a Licence if the reason for the refusal is the failure to pay a fine or to provide any required information under this bylaw; or
- (b) any condition, suspension or cancellation that is imposed automatically under the provisions of this bylaw.

39 A person who has been refused, suspended or cancelled by the City Manager or the Red Deer Appeal and Review Board is prohibited from re-applying for a Licence for a period of 6 months.

PART 4 - VEHICLE PROVISIONS

Vehicle Requirements for Taxis

40 A vehicle shall not be operated as a Taxi unless that vehicle:

- (a) has at least four (4) doors;
- (b) is not more than ten (10) model years old, except as otherwise approved by the City Manager;
- (c) has a seating capacity for at least four (4) adults, including the Driver, with seats constructed by the manufacturer and unaltered;
- (d) has a top light approved by the City Manager which is connected in such a manner so as to be illuminated when the Taxi is available for hire and turned off when the Taxi is not available for hire;
- (e) is equipped with a Taxi Meter which is illuminated and allows the fare to be read by passengers in any seat of the vehicle;
- (f) is equipped with an Electronic Payment System;
- (g) displays the rates, fare and any surcharge(s) that may be charged for the hire of the Taxi, in a manner and in a form with content specified by the City Manager.

- (h) displays the name, trade name or trademark, and phone number of the Broker or Independent Driver Owner with which the Taxi is affiliated, in a manner approved by the City Manager;
- (i) has a valid provincial Class I-55 registration certificate; and
- (j) has been issued a valid Mechanical Inspection Certificate.

Vehicle Requirements for Accessible Taxis

41 A vehicle shall not be operated as an Accessible Taxi unless the vehicle:

- (a) meets all of the requirements for a Taxi prescribed in Section 40;
- (b) has been designed and manufactured or converted for the purpose of transporting persons who use mobility aids;
- (c) meets federal regulations and the Canada Standards Association standards Z605-02, "Motor Vehicles for the Transportation of persons with Physical Disabilities" and Z605-03, "Mobility Aid Securement and Occupant Restraint (MAS) Systems for Motor Vehicle Standards"; and
- (d) is equipped to provide service to persons using mobility aides.

Vehicle Requirements for Limousines

42 A vehicle shall not be operated as a Limousine unless the vehicle:

- (a) is a stretch or luxury sedan or sport utility vehicle containing a Limousine package interior; or
- (b) is a bus or motor coach containing a Limousine package interior; or
- (c) is any other specialty vehicle that is approved by the City Manager;
- (d) is not more than fifteen (15) model years old, except as otherwise approved by the City Manager;
- (e) has a valid provincial Class I-55 registration certificate; and
- (f) has been issued a valid Mechanical Inspection Certificate.

²⁰Vehicle Requirements for Shuttle Service Vehicles

42.1 A vehicle shall not be operated as a Shuttle Service unless the vehicle:

- (a) is not more than fifteen (15) model years old, unless approved by the City Manager;

²⁰3644/A-2022

- (b) is a multi-person passenger vehicle with seating capacity for at least four (4) including the Driver that meets applicable provisions of the Motor Vehicle Transport Act, R.S.C. 1985, c. 29, the National Safety Code standards, the Traffic Safety Act and all applicable federal and provincial regulations;
- (c) displays the name, tradename or trademark of the Shuttle Service that the is affiliated with while in service and accepting passengers, in a manner approved by the City Manager;
- (d) has a valid provincial Class I-55 registration certificate; and
- (e) has been issued a valid Mechanical Inspection Certificate.

Vehicle Requirements for Transportation Network Vehicles

43 A vehicle shall not be operated as a Transportation Network Vehicle unless the vehicle

- (a) has at least four (4) doors;
- (b) is not more than ten (10) model years old, unless approved by the City Manager;
- (c) has a seating capacity for at least four (4) adults, including the Driver with constructed by the manufacturer and unaltered;
- (d) displays the name, tradename or trademark of the Transportation Network Vehicle is affiliated with while in service and accepting passengers, in a manner approved by the City Manager;
- (e) proof, in a form satisfactory to the City Manager, that the applicant is the registered owner the vehicle to be driven while providing Transportation Network Services, or has written permission of the registered owner;
- (f) has a valid provincial Class I-55 registration certificate; and
- (g) has been issued a valid Mechanical Inspection Certificate.

PART 5 - OPERATING PROVISIONS

Street Hailing

44 Only a person operating a Taxi or an Accessible Taxi may engage in Street Hailing

45 For greater certainty, neither a Designated Driver, nor person driving a Limousine or Transportation Network Automobile may stop for or pick up someone who is Street Hailing at any time and may only provide Pre-arranged Service that has been disclosed by a Brokerage.

Driver Obligations

46 A Driver shall:

- (a) have in the Vehicle for Hire at all times:
 - (i) a valid and subsisting Driver for Hire Licence issued to the Driver;
 - (ii) a valid and subsisting Mechanical Inspection Certificate for the vehicle;
 - (iii) if the vehicle is a Limousine, a written record of the current contract at all times while under hire;
- (b) take the most economical route to the passenger's destination unless otherwise requested or directed by the passenger;
- (c) maintain a record of each trip in the manner prescribed by the City Manager;
- (d) immediately after delivery of a passenger, inspect the vehicle to determine whether the passenger has left any property in the Vehicle for Hire;
- (e) charge a fare that complies with the rates set by the Brokerage or the Independent Driver Owner and posted in the Vehicle for Hire in accordance with the requirements of this bylaw and the directions of the City Manager;
- (f) when requested to do so, supply a passenger with a receipt or printout containing the following information:
 - (i) Amount of fare;
 - (ii) Rate used;
 - (iii) Driver for Hire Licence number; and
 - (iv) Time and date of trip.

46.1 ²¹In addition to the requirements for Drivers imposed by section 46 of this bylaw, a Service Driver must:

- (a) hold valid provincial driver's licence of the class required to operate the Service Vehicle;
- (b) not provide service upon the request of a passenger at a time or location specified by the passenger;
- (c) not permit a passenger to choose the route, duration, or destination of the trip;
- (d) provide service only pursuant to a pre-determined, fixed, and published schedule and route;
- (e) only load and unload passengers at pre-determined locations specified in the schedule;

²¹3644/A-2022

- (f) charge a fare that is a flat rate based solely on the destination and regardless of the number of passengers; and
- (g) provide a copy of the schedule and route to the City Manager or a designated enforcement officer upon request.

Driver Conduct

47 A Driver shall not do any of the following while providing services under this bylaw:

- (h) smoke, vape or use any tobacco or other product at any time;
- (i) request payment of any fares, rates or benefits not established by the Brokerage or the Independent Driver Owner, or pre-arranged via the mobile app, and displayed in the Vehicle for Hire, or electronically available, in accordance with the requirements of this bylaw and the directions of the City Manager;
- (j) hold, or manipulate a cellular telephone or other hand-held electronic device or a wireless electronic device, whether in hands-free mode or not, while transporting a passenger;
- (k) collect any fare or give any change while the vehicle is in motion; or
- (l) permit anything to be placed or remain in the vehicle in such a position as to obstruct the Driver's vision.

Refusal of Service

48 A Driver shall not refuse a request for service from a person except if:

- (a) the Vehicle for Hire is not in service;
- (b) the person is indebted to the Independent Driver Operator or Brokerage with which the Vehicle for Hire is affiliated;
- (c) the person requests that the Driver carry an animal in the Vehicle for Hire other than a service animal assisting a person with a disability;
- (d) the person requests the Driver to carry any passengers or baggage which the Vehicle for Hire is incapable of carrying;
- (e) the person insists on smoking in the Vehicle for Hire;
- (f) the person insists on undertaking or participating in any illegal activity while in the Vehicle for Hire; or
- (g) the Driver:

(i) believes there is danger to their personal safety or of serious harm to property and

(ii) such belief is reasonable in the circumstances.

49 The mere fact that a person is disabled or accompanied by a service animal does not constitute the basis for a reasonable belief as referred to in Section 48(g).

PART 6 - OPERATING AS A DESIGNATED DRIVER

Designated Driver Requirements

50 Any person who operates a motor vehicle owned by another registered motor vehicle owner for the purposes of providing Designated Driving Services will ensure that

(a) the Designated Driver maintains an agreement with a Licensed Designated Driving Service;

(b) immediately prior to each occasion on which the Designated Driver proposes to operate a customer’s motor vehicle, the Designated Driver shall have:

(i) reviewed the necessary documents to satisfy themselves that the motor vehicle has a valid registration and is insured under a contract for automobile liability insurance;

(ii) secured the registered motor vehicle owner’s consent to operate the motor vehicle;

(iii) ensured that the number of individuals to be transported in the registered motor vehicle owner’s motor vehicle does not exceed the number of available seats and seatbelts and will otherwise be in compliance with applicable safety and highway traffic laws; and

(iv) struck an agreement with the registered motor vehicle owner respecting the Designated Driver’s fee or other consideration for operating the motor vehicle;

(c) the Designated Driver maintain, for a minimum of three (3) months, a paper or electronic trip log respecting all Designated Driving Services provided pursuant to this bylaw.

51 The Designated Driver support vehicle is prohibited from conveying passengers with the exceptions of Designated Drivers.

52 The Designated Driver will have proof of appropriate liability insurance.

PART 7 - OPERATING AS A BROKERAGE OR INDEPENDENT DRIVER OWNER

Brokerage Obligations

- 53** A Brokerage shall ensure that each Vehicle for Hire affiliated with the Brokerage compliance with this bylaw and is operated in compliance with this bylaw.
- 54** A Brokerage must not:
- (a) for Taxis and Accessible Taxis, Dispatch a Vehicle for Hire unless a valid Taxi Licence Plate has been issued for that vehicle; or
 - (b) ²²Dispatch or connect a rider to a Vehicle for Hire unless the person driving the Vehicle for Hire holds a valid Driver for Hire Licence and a valid provincial driver's licence of the class required to operate the Vehicle for Hire.
- 55** A Brokerage shall:
- (a) inform the City Manager, in writing, of all trade names used in connection with Brokerage operations;
 - (b) immediately notify the City Manager when a Vehicle for Hire becomes affiliated with the Brokerage or ceases to be affiliated with the Brokerage;
 - (c) maintain an up to date list of all Drivers who operate a Vehicle for Hire affiliated with the Brokerage and on demand, provide the City Manager with a copy of the list;
 - (d) ²³except for Brokerages for Limousine, Shuttle Services and Designated Drop-off Services, provide Dispatch services on a continuous basis, twenty-four (24) hours per day every day of the year;
 - (i) For Transportation Network Companies, continuous services should be provided through the Mobile App, even if there were no Drivers available at a certain time the Mobile App is active on a continuous basis.
 - (e) post all bulletins issued by the City Manager in a place where Drivers can easily view them;
 - (f) provide all Drivers affiliated with the Brokerage with training with respect to this bylaw, the use of the Taxi Meter, radio dispatch system, and other equipment used in Vehicle for Hire services including, in the case of Accessible Taxis, training on the use of specialized equipment used to transport persons with disabilities and their mobility aids as may be specified by the City Manager; and
 - (g) not Dispatch any other Vehicle for Hire but those affiliated with the Brokerage.

²² 3644/A-2022

²³ 3644/A-2022

Taxi Brokerage Rates**56** A Taxi Brokerage shall:

- (a) maintain a minimum Drop-Rate of \$3.20 /92 metres for 2021, and shall not increase the Drop-Rate by more than the CPI increase each year;
- (b) establish the rates to be charged to passengers, including any applicable surcharges;
- (c) ensure that the rates set, including any surcharge, are posted in the Vehicle Hire in accordance with the requirements of this bylaw and the directions of the City Manager; and
- (d) not apply a surcharge for an Accessible Taxi;

Transportation Network Company Brokerage Rates**57** A Transportation Network Company Brokerage shall:

- (a) advise the City Manager of the rates to be charged to passengers including changes to such rates in the Vehicles and available through the Brokerage premises in a manner and location that is clearly visible to all Drivers and members of the public attending at the premises; and
- (b) disclose the fare to be charged to the passenger for the ride, prior to the passenger accepting the ride.

²⁴**Shuttle Service Brokerage Rates****57.1** A Shuttle Service Brokerage shall:

- (a) advise the City Manager of the rates to be charged to passengers including changes to such rates in the Vehicles and available through the Brokerage premises in a manner and location that is clearly visible to all Drivers and members of the public attending at the premises;
- (b) disclose the fare to be charged to the passenger for the ride, prior to the passenger accepting the ride, as predetermined and agreed upon under contract;

58 A Brokerage shall maintain records of the following for at least two (2) years:

- (a) The names and Driver for Hire Licence numbers for every Driver for Hire affiliated with the Brokerage;
- (b) the date and time the Driver booked on and off duty;
- (c) the Vehicle for Hire used by the Driver;

²⁴ 3644/A-2022

- (d) the date and time and location details of each trip request;
- (e) ²⁵for Shuttle Services, the number of passengers using the service for each trip and the location where the passengers were picked up and dropped off;
- (f) booking records and contracts related to Limousine and Designated Drop-off Services.; and
- (g) records related to complaints and Brokerage operations.

59 The Brokerage shall give the records noted in Section 58 to the City Manager or the Enforcement Officer on demand.

Independent Driver Owner Obligations

60 An Independent Driver Owner shall:

- (a) hold a valid Driver for Hire Licence;
- (b) be the owner of not more than two (2) Vehicle(s) for Hire;
- (c) ²⁶be the primary driver of one of the Vehicles for Hire that the Independent Driver Owner owns;
- (d) ensure that they are knowledgeable in the use of the Taxi Meter, communication system, and other equipment used by the Independent Driver Owner for Vehicle for Hire services they provide including, in the case of an Accessible Vehicle operated by an Independent Driver Owner, training in the use of special equipment used to transport persons with disabilities and their Mobility Aids as specified by the City Manager; and
- (e) not Dispatch any other Vehicle for Hire but the Vehicle(s) for Hire owned by the Independent Driver Owner.

61 An Independent Driver Owner may cause or permit one other person to operate a Vehicle for Hire that is registered to the Independent Driver Owner, provided the person meets all other requirements of this bylaw, including holding a valid Driver for Hire Licence.

Independent Driver Owner Rates

62 An Independent Driver Owner shall:

- (a) maintain a minimum Drop-Rate of \$3.20 /92 metres for 2021 and shall not increase the Drop-Rate by more than the CPI increase each year;

²⁵ 3644/A-2022

²⁶ 3644/A-2022

- (b) establish the rates to be charged to passengers for the services provided by an Independent Driver Owner, including any applicable surcharges;
- (c) ensure that the rates set, including any surcharge, are posted in the Vehicle for Hire in accordance with the requirements of this bylaw and the directions of the City Manager;
- (d) in the event that the Vehicle for Hire operated by the Independent Driver Owner is an Accessible Taxi, not have a surcharge for the use of the Vehicle for Hire as an Accessible Taxi;
- (e) advise the City Manager of the rates to be charged to passengers including any changes to such rates; and
- (f) post the rates in the Independent Driver Owner's vehicle.

Independent Driver Owner Records

63 An Independent Driver Owner shall keep the dispatch records and retain them for 30 days, which shall include:

- (a) the Independent Driver Owner's Driver for Hire Licence number;
- (b) ²⁷the date and time of each trip request;
- (c) ²⁸agreements evidencing each Limousine trip, as applicable; and
- (d) ²⁹specifics as to the number of passengers per trip and where the passengers were picked up and dropped off, for each Shuttle trip, as applicable.

64 The Independent Driver Owner shall give the information noted in Section 63 to the City Manager or a Bylaw Enforcement Officer on demand.

Complaints

65 A Brokerage and Independent Driver Owner shall keep a list of all complaints received, which shall include:

- (a) the name, address and phone number of the complainant;
- (b) the nature of the complaint; and
- (c) the response provided to the complaint.

²⁷ 3644/A-2022

²⁸ 3644/A-2022

²⁹ 3644/A-2022

- 66** The Brokerage or Independent Driver Owner shall give the information referred to in Section 65 to the City Manager or a Bylaw Enforcement Officer on demand.

PART 8 - INSPECTIONS

Requirement for Mechanical Inspection

- 67** A person shall not operate, cause or permit the operation of a Vehicle for Hire unless a valid Mechanical Inspection Certificate has been issued for that Vehicle for Hire.
- 68** Every Taxi and Accessible Taxi shall be inspected at least every 6 months by a Licensed Mechanic at a Vehicle for Hire Inspection Station and additionally on demand of the City Manager or, if the vehicle is involved in an accident, within 14 days following the accident.
- 69** Every Transportation Network Automobile and Limousine shall be inspected every 12 months by a Licensed Mechanic at a Vehicle for Hire Inspection Station and additionally on demand of the City Manager or, if the vehicle is involved in an accident, within 14 days following every accident.
- 70** The owner of the Vehicle for Hire shall deliver the Mechanical Inspection Certificate to the City Manager upon request.

Vehicle For Hire Inspection Stations

- 71** The City Manager may approve:
- (a) a business that holds a Vehicle Inspection Program Licence issued by the province or
 - (b) a Brokerage that employs a Journeyman Mechanic,
- to conduct mechanical inspections under this bylaw.
- 72** If the City Manager has reasonable grounds to believe that a Licensed Mechanic has improperly issued a Mechanical Inspection Certificate, the City Manager may refuse to accept the Mechanical Inspection Certificate, and may suspend or revoke the approval given to the Vehicle for Hire Inspection Station, or the Brokerage Licence, where a Licensed Mechanic is employed.

Prohibitions

- 73** No person shall inspect a Vehicle for Hire or complete, in whole or in part, a Mechanical Inspection Certificate unless such person is a Licensed Mechanic employed by a Vehicle for Hire Inspection Station.

- 74** No person shall cause or permit a Vehicle for Hire to be inspected or a Motor Vehicle Inspection Certificate to be completed, in whole or in part, unless the person inspecting the vehicle is a Licensed Mechanic employed by a Vehicle for Hire Inspection Station.
- 75** No person shall operate, cause or permit the operation of a Vehicle for Hire that has failed to pass the inspection set out in Sections 67, 68 and 69.
- 76** No person shall obstruct or interfere with any inspection that may be required or conducted out pursuant to this bylaw.

Requirement for Audit

- 77** Every Vehicle for Hire may be inspected by the City Manager or a Bylaw Enforcement Officer to ensure it complies with this bylaw and the requirements established by the City Manager from time to time.
- 78** At the direction of the City Manager, the owner of a Vehicle for Hire shall provide the vehicle for inspection and any requested documentation at the time and location specified by the City Manager. The documents or copies of the documents required for this process must be produced by the Brokerage or Independent Driver Owner within 24 hours of a demand by a Bylaw Officer or the City Manager.

PART 9 - NUMBER AND ALLOCATION OF TAXI LICENCE PLATES

- 79** The maximum number of Taxi Licence Plates that may be issued each year under this bylaw shall not exceed:
- (a) the number of Taxi Licence Plates issued as of December 31 in the immediately preceding year; or
 - (b) one Taxi Licence Plate per 750 persons of the city population based on the population of the City determined in the most recent census, whichever is less; and;
 - (c) one Accessible Taxi Licence Plate per 15,000 persons of the city population based on the population of the city determined in the most recent census.
- 80** In addition to the above, five (5) more Taxi Licence Plates and two (2) more Accessible Taxi Licence Plates will be made available to Independent Owner Operators or a Brokerage in its first year of operation. The allocation of these plates will be a one-time increase in 2021 only.
- 81** Allocation of the additional Taxi Licence Plates shall be determined by a random draw conducted by the City Manager. Applicants for a Taxi Licence Plate must be eligible to meet all criteria under this bylaw to hold a Taxi Licence Plate or Accessible Taxi Licence Plate prior to entering their name in the draw. If there are any increases to the plate numbers based on the census, this will be determined and communicated by August 31 of each year.

PART 10 - ADMINISTRATION AND ENFORCEMENT

Authority of City Manager

82 Without restricting any other power, duty or function granted by this bylaw, the City Manager may:

- (a) issue Licences under this bylaw and impose terms and conditions on Licences;
- (b) carry out any inspections required to determine compliance with this bylaw;
- (c) prescribe the minimum Drop-Rates to be charged;
- (d) adjust the number of Taxi Licence Plates available every year by issuing a public bulletin;
- (e) prescribe forms and procedures for the administration of this bylaw;
- (f) prescribe the manner in which rates and Licences are to be displayed in and on Vehicles for Hire;
- (g) prescribe equipment and maintenance standards for Vehicles for Hire that are not inconsistent with this bylaw;
- (h) require the production of such documents as may be required to determine compliance with this bylaw;
- (i) specify the requirements or acceptability of any program, course or test that an applicant must successfully complete to be proficient in:
 - (i) defensive driving techniques;
 - (ii) driver safety;
 - (iii) transportation of the disabled; and
 - (iv) understanding this bylaw and any other laws governing the delivery of Vehicles for Hire services; and
- (j) specify or prohibit safety equipment or devices which may be placed on Vehicles for Hire.

Bulletins

83 Where the City Manager exercises any of the powers conferred in Section 82, the City Manager may cause a bulletin to be published in accordance with this section.

84 The City Manager shall publish bulletins by:

- (a) making a copy of the bulletin available for public viewing during normal business hours at the office of the Inspections and Licensing department and on the website; and
- (b) delivering a copy of the bulletin to all Brokerages and Independent Driver Companies by one of the following methods:
 - (i) ordinary mail or hand delivery to the business address provided to the City Manager by the Licensee;
 - (ii) electronic mail transmission to the e-mail address provided to the City Manager by the Licensee; or
 - (iii) facsimile transmission to the fax number provided to the City Manager by the Licensee.

85 The City Manager may publish bulletins in respect of matters other than those set out in Section 84 where the City Manager believes it is in the interest of the Vehicle for Hire industry to be advised on those matters.

Notice to Drivers

86 Upon receipt of a bulletin, a Brokerage shall:

- (a) post the bulletin in a prominent location within the Brokerage premises, if the Brokerage maintains a physical office within the City; and
- (b) provide a copy to all Drivers affiliated with the Brokerage by hand delivery or electronically making it available to the driver; and
- (c) communicate over the Brokerage's dispatch system or transportation network, if applicable, that the bulletin has been published.

Industry Obligation to Be Informed of Bulletins

87 It is the obligation of each member of the Vehicle for Hire industry, including each Driver for Hire, to be informed of the contents of bulletins and industry members are deemed to be informed of all bulletins that are published in accordance with Sections 84 and 85.

Licence Seizures and Suspensions

88 If an Officer has reasonable grounds to believe that a Vehicle for Hire does not meet the requirements of this bylaw the Bylaw Enforcement Officer may suspend or seize possession of the Taxi, Accessible Taxi or Limousine Plate displayed on that vehicle.

89 If an Officer has reasonable grounds to believe that the holder of a Driver for Hire Licence has failed to comply with this bylaw the Bylaw Enforcement Officer may suspend or seize possession of the Licensee's Driver for Hire Licence.

90 Any suspension of a Driver for Hire Licence by an Officer shall not exceed seventy hours.

91 Nothing in Sections 88 or 89 limits an Officer's powers to charge a person with an offence.

Obstruction

92 A person shall not obstruct or hinder any person in the exercise or performance of any person's powers pursuant to this bylaw.

Offence

93 A person who contravenes any provision of this bylaw is guilty of an offence.

Continuing Offence

94 In the case of an offence that is of a continuing nature, a contravention constitutes a separate offence in respect of each day, or part of a day, on which it continues and a person guilty of such an offence is liable, upon summary conviction, to a fine in a amount not less than that established by this bylaw for each such day.

Vicarious Liability

95 For the purposes of this bylaw, an act or omission by an employee or agent of a person is deemed also to be an act or omission of the person, if the act or omission occurs in the course of the employee's employment or in the course of the agent exercising powers or performing the duties on behalf of the person under their agency relationship.

Corporations and Partnerships

96 When a corporation commits an offence under this bylaw, any and every director, manager, employee or agent of the corporation who authorized the act or omission that constitutes the offence or assented to or acquiesced or participated in the act or omission that constitutes the offence is guilty of the offence whether or not the corporation has been prosecuted for the offence.

97 If a partner in a partnership is guilty of an offence under this bylaw, each partner in the partnership who authorized the act or omission that constitutes the offence, or assented to or acquiesced or participated in the act or omission that constitutes the offence is guilty of the offence.

Fines and Penalties

98 The fine amounts set out in Schedule "B" are established for use on Municipal Traffic Violation Tickets if a voluntary payment option is offered.

99 The fine amount for any offence not listed in Schedule "B" is \$250.00.

100 If a person is guilty of a subsequent offence, the fine amounts established in Sections 98 and 99 are doubled.

Municipal Tag

101 A Municipal Tag may be issued by an Officer for any offence under this bylaw, in approved by the City Manager.

102 A Municipal Tag may be issued to a person:

- (a) either personally; or
- (b) by mailing a copy to such person at their last known mailing address.

Payment in Lieu of Prosecution

103 A person who commits an offence may, if a Municipal Tag is issued for the offence, pay the fine amount established by this bylaw for the offence and if the full amount is paid on or before the required date, the person will not be prosecuted for the offence.

Violation Tickets

104 An Officer may issue a Violation Ticket in accordance with the Provincial Offences Procedure Act, to any person the Officer has reasonable and probable grounds to believe has contravened this bylaw.

105 If a Violation Ticket is issued in respect of an offence, the Violation Ticket may:

- (a) specify the fine amount established by this bylaw for the offence; or
- (b) require a person to appear in court without the option of making a voluntary payment.

Voluntary Payment

106 A person who commits an offence may, if a Violation Ticket is issued specifying the fine amount, make a voluntary payment equal to the specified fine on or prior to the court date.

Licensee Liable

107 Where a vehicle displaying a Taxi, Accessible Taxi or Limousine Licence Plate is involved in a contravention of this bylaw, the Licensee named on the Plate is liable for the contravention unless the Licensee proves, on a balance of probabilities, that the vehicle was being operated without their consent, either express or implied.

Proof of Licence

108 The onus of proving that a person has a valid Licence or certificate is on the person alleging the existence of the Licence or certificate on a balance of probabilities.

Operating Without a Licence

109 In a prosecution for a contravention of this bylaw against a person operating without a Licence, proof of one transaction, offer of a transaction or advertisement is sufficient to establish that a person is operating as alleged.

PART 11 - TRANSITIONAL

Existing Licences

110 An existing licence, permit or approval issued under Bylaw 3282/2001, The Taxi Bylaw or Bylaw 3394/2007, The Limousine and Sedan Bylaw remains valid until the end of such licence, permit or approval expires or until it is replaced by a Licence, permit or approval issued pursuant to this bylaw.

Transitional Provisions

111 This bylaw shall come into effect on September 1, 2021.

Repeal

112 On the day this bylaw comes into effect, Bylaw No. 3282/2001, The Taxi Bylaw and Bylaw No. 3394/2007, The Limousine and Sedan Bylaw are repealed.

READ A FIRST TIME IN OPEN COUNCIL this 9 day of November 2020.
READ A SECOND TIME IN OPEN COUNCIL this 23 day of November 2020.
READ A THIRD TIME IN OPEN COUNCIL this 23 day of November 2020.
AND SIGNED BY THE MAYOR AND CITY CLERK this 23 day of November 2020.

“Mayor Tara Veer”

MAYOR

“Frieda McDougall”

CITY CLERK

SCHEDULE "A"
FEES AND CHARGES

1. The fees for Licences are:

Description	Reference	Fee
Application Fee for Independent Driver Owner Licence	Section 10	\$380.00
Application Fee for a Driver for Hire Licence	Section 11	\$100.00
Application Fee for a short term Driver for Hire Licence		\$60.00
Application Fee for a Brokerage Licence with:	Section 12	
1-15 Vehicles		\$380.00
16-50 Vehicles		\$1,000.00
51+ Vehicles		\$2,500.00
Replacement of any Licence	Section 17	\$35.00

2. Licence fees to be reviewed and adjusted each year, prior to the renewal process, by the Consumer Price Index (CPI) of Alberta. Fees will be rounded to the nearest \$0.00.
3. Fees under this bylaw may be pro-rated on a monthly basis for each month from the date the licence is first issued until August 30 of that year, for any application that was not operating or Carried On prior to the licence being issued. In no case will the pro-rated fee be less than \$35.00.
4. Fees are non-refundable once paid.
5. Account changes / Updates will have a fee of \$35.00. This will apply for address changes, account status changes. Updates for email or phone number will have no fee applied.
6. Short term Driver for Hire Licences shall be issued effective September 1st and March 1st for 6 month periods only. Applications made after these dates shall not be prorated.

SCHEDULE "B"
FINES AND PENALTIES

Section	Offence	Fine
9	Operating a Vehicle for Hire without displaying the appropriate information clearly and prominently in a location that is visible to all passengers	\$500.00
18 (a)	Failure to notify City Manager if provincial registration, insurance or agreement with Brokerage is suspended or cancelled.	\$500.00
18 (b)	Failure to notify City Manager if the vehicle is stolen	\$500.00
19	Failure to notify City Manager of changes to Police Information Check and Vulnerable Sector Search	\$500.00
20	Failure to notify City Manager of Traffic Violations resulting in demerit points or convictions in excess of those listed in Section 34(c).	\$500.00
22	Failure to notify City Manager Provincial Operator's licence expired, suspended or cancelled	\$1,000.00
23	Failure to notify City Manager if the Taxi Brokerage ceases operations or is unable to provide dispatch services or accept calls as identified on the Brokerage Licence	\$500.00
30	Operate a Vehicle for Hire without valid insurance as specified in the bylaw	\$1,000.00
32	Failure to provide a complete copy of insurance certificate and policy.	\$500.00
40-43	Operate a Vehicle for Hire contrary to Vehicle Requirements for corresponding type.	\$500.00
44	Unauthorized Street Hailing	\$500.00
46	Operating a Vehicle for Hire contrary to Driver Obligations	\$1,000.00
³⁰ 46.1	Operating a Shuttle Service Vehicle for Hire contrary to Shuttle Service Driver Obligations	\$1,000.00

³⁰3644/A-2022

Section	Offence	Fine
47	Driver operates Vehicle for Hire contrary to Driver Conduct	\$1,000.00
48	Refusal of request for service, except in accordance with bylaw	\$500.00
50-52	Failure to meet Designated Driver obligations	\$1,000.00
53-55	Failure to meet Brokerage obligations	\$1,000.00
56	Failure for a Taxi Brokerage to ensure all rates including surcharges are posted in the Vehicles for hire in accordance with requirements of the bylaw	\$500.00
57 (b)	Failure for a Transportation Network Company Brokerage to disclose the fare to be charged to the passenger for the ride, prior to the passenger accepting the ride	\$500.00
³¹ 57.1(c)	Failure for a Shuttle Service Brokerage to disclose the surcharge to be charged to the passenger for the ride prior to the passenger accepting the ride.	\$500.00
58	Brokerage fail to keep records as per bylaw requirements	\$500.00
60	Failure to meet Independent Driver Owner obligations	\$1,000.00
61	Independent Driver Owner permits an unlicensed Person to Operate a Vehicle for Hire	\$1,000.00
62	Failure for an Independent Driver Owner to ensure all rates including surcharges are posted in the Vehicles for hire in accordance with requirements of the bylaw	\$500.00
63	Independent Driver Owner fail to keep records as per bylaw requirements	\$500.00
67	Cause/permit the operation of a Vehicle for Hire without a valid Mechanical Inspection Certificate	\$1,000.00
68	Failure to obtain an inspection twice a year by a Licensed Mechanic at a Vehicle for Hire Inspection Station for a Taxi or Accessible Taxi	\$1,000.00

³¹ 3644/A-2022

Section	Offence	Fine
69	Failure to obtain an inspection once a year by a Licensed Mechanic at a Vehicle for Hire Inspection Station for a Transportation Network Automobiles and Limousines	\$1,000.00
70	Failure to deliver the Mechanical Inspection Certificate to City Manager upon request	\$500.00
73	Inspect a Vehicle for Hire or complete a Mechanical Inspection Certificate without a valid Licensed Mechanic employed by a Vehicle for Hire Inspection Station.	\$500.00
74	Cause/permit an inspection for a Vehicle for Hire or completion of a Mechanical Inspection Certificate without a valid Licensed mechanic employed by a Vehicle for Hire Inspection Station	\$500.00
75	Operate a Vehicle for Hire that has failed to pass the inspection	\$1,000.00
76	Obstruct/interfere with any inspection required/carried pursuant to bylaw	\$500.00
77	Failure to provide the vehicle for inspection and the required documentation for Vehicle for Hire Audit at the time and location specified	\$1,000.00
78	Failure to provide the documents or copies of the documents for the audit within 24 hours of demand	\$2,500.00
92	Obstruct or hinder any person in pursuant to this bylaw	\$2,500.00



April 17, 2023

Responsible Pet Ownership Bylaw Fundamentals

Prepared by Amy Fengstad, Acting Inspections & Licensing Manager
Department Inspections and Licensing

Report Summary and Recommendations

This report is for City Council's consideration to provide direction on key fundamental aspects for the new Responsible Pet Ownership Bylaw.

The new Responsible Pet Ownership Bylaw will come forward to Council for consideration in Q3 2023, incorporating the direction provided by Council on these fundamentals:

1. Cat Licensing and Limit on Numbers
2. Limits on Dogs
3. Number of Urban Chicken Licences and Number of Urban Chickens per Licence
4. Honeybee Hives

Administration recommends:

- Cat licensing with a limit of 6 cats per household.
- No change to the number of dogs per household.
- Removal of the cap on the number of Urban Chicken licences, with no change to number of chickens per licence.
- The prohibition of honeybee hives.

Further, to support the implementation of the new bylaw, and provide the necessary legal service, Administration recommends an increase to the approved budget for 2024 of \$ in 2024 funded by ORTS.

Proposed Resolution

Resolved that Council of The City of Red Deer having considered the report from Inspection and Licensing re: Responsible Pet Ownership Bylaw dated April 17, 2023 hereby endorses the following principles:

1. Cat Licensing and Limit on Numbers: require residents to license cats with a maximum of 6 cats per household;
2. Limits on Dogs: maintain the limit of 3 dogs per household and provide grandfathering for new residents.
3. Number of Urban Chicken Licences and Number of Urban Chickens per Licence: maintain maximum of 4 Urban Chickens per licence/household and remove cap on number of licences available.
4. Honeybee Hives: not permitted; however, Council continues to support The City's Pollinator Park and natural area preservation initiatives.

Resolved that Council of The City of Red Deer having considered the report from Inspection and Licensing re: Responsible Pet Ownership Bylaw Fundamentals dated April 17, 2023 approves an increase of \$601,200 in 2024 to be funded by Operating Reserve Tax Support.

Rationale for Recommendation

- 1. Recommendations respond to or reflect community concerns identified through public participation.** Feedback included issues related to roaming cats, enforcement of bylaw and supported limiting the number of pets per household.
- 2. The current budget no longer supports the level of service.** Inflation, increased volumes, complexity of enforcement files, and costs to care for surrendered or unclaimed animals.
- 3. Industry best practices, municipal comparisons, and public participation responses form the basis for Administration's recommendations.**

Background

The City currently has four bylaws that regulate animals within the city; these include the *Cat Bylaw*, *Dog Bylaw*, *Chicken Bylaw* and *Community Standards Bylaw* for Livestock.

The *Cat Bylaw* was created and implemented in 1996, being The City's oldest animal regulation bylaw. It requires updating to cover the current issues related to cats and responsible pet ownership, as well as exploring cat licensing and enforcement gaps.

In September 2009, the new *Dog Bylaw* came into place addressing aggressive dogs and ownership of dogs in general. While this bylaw was an improvement and has worked well, there are areas for enhancement.

The *Chicken Bylaw* was adopted in July 2014 to regulate and control the keeping of chickens on a property within an urban area. This bylaw requires residents to apply for and maintain a Chicken Licence on an annual basis. Amendments to this bylaw have been identified and the City is working with it for several years.

The *Community Standards Bylaw* was amended in 2022 to add provisions around livestock as there had been several public complaints and inquiries about livestock animals in residential locations. There was a gap in this provision under any other bylaw.

This new Responsible Pet Ownership Bylaw will replace the three animal specific bylaws.

Strategic Alignment

The Responsible Pet Ownership Bylaw supports the Strategic Plan through the Community Health and Wellbeing goals. Pets and the positive impact they have on peoples' lives is a core of decisions related to this bylaw. With the love of pets comes responsibilities. Caring for your pet, properly training your pet, and keeping them safe and others is a pet owner's responsibility. Keeping the neighbourhoods clear of pet feces, keeping cats safe within their own properties and mitigating potential related nuisances are goals of this bylaw.

Public Participation

A comprehensive multi-year Public Participation process occurred for this project from October 2020 to October 2022. This Public Participation occurred in three phases:

1. Industry-specific consultation: October - November 2020
 - Representatives from veterinary services, pet stores, Alberta Animal Services, and Central Alberta Humane Society, compliance officers, and the bylaw.
 - Focus group conversations.
2. Broad-public consultation: February 2021
 - Online engagement tool.
 - Input informed draft bylaw.
3. Validation: October 2022
 - Draft bylaw shared with participants.
 - Asked what we got right, what we missed, and additional feedback.

Each phase of the Public Participation informed potential changes to the draft Responsible Pet Ownership Bylaw.



Top issues heard:



Roaming cats



Dogs off leash



Enforcement of bylaw

In the Validation Phase, when participants reviewed the draft bylaw, 57% of respondents said we got it right and 43% of respondents said we missed something.

The top thing participants said we got right was addressing the issue of roaming cats.

Overall, the top concerns that people had with the draft Animal Bylaw include:

- Licensing cats
- Enforcement
- Number of permitted pets

Administration has considered what participants told us during the Public Participation and will use the information to inform the fundamentals and recommendations included in this report.

The What We Heard Report is included in Appendix L.

In consideration of the fundamental decisions before Council, Administration did a comparison with other municipalities (Appendix M).

Analysis

There are several areas where Council direction is required, prior to finalizing the draft. There are decisions on the following:

1. Whether to license cats and, if so, whether we limit the number of cats.
2. The limits on the number of dogs.

3. The number of urban chickens to a licence
4. Whether to allow honeybee hives.

Each of those areas are included below in depth, along with the options, pros and cons of each option, and Administration’s recommendation.

Cats

A large part of the Responsible Pet Ownership Bylaw review is around regulations specific to Cats. This was anticipated given the age of the *Cat Bylaw* being 27 years old. This has been an area of concern for many citizens with the impact Cats have on neighbourhoods and private property. Part of that feedback and the question for Council to consider is whether Cats should require a licence or whether we only update existing Cat regulations.

Licensing Cats	
Pros	<ul style="list-style-type: none"> • Provides a connection to reunite cats with their owners. Currently, there is only a 15% claim rate for cats (Appendix A). • Creates a database of the quantity and locations of cats. • Allows a connection for enforcement, when required. • This may encourage cat owners to keep pets contained within their properties.
Cons	<ul style="list-style-type: none"> • Challenge to obtain compliance and understanding as to why this is required. • The owners whose cats are house bound cats, do not see value in a licence if cat never goes outside. Less likelihood of licensing compliance. • Very low claim rates across Canada. • Cat owners typically allow cats to free roam neighbourhoods, and licensing may not curb that behaviour but add an administrative process. • Additional operational costs for staff and software.
Not Licensing Cats	
Pros	<ul style="list-style-type: none"> • Less operational impact on Administration for processing licences. • No additional costs related to staff or software.
Cons	<ul style="list-style-type: none"> • No formal licensing process to reunite cats with owners. Likely would remain at the 15% claim rate. • No data to indicate number of cats in the city. • There will be the expectation of enforcement on cats regardless of licence or not.

Risks

The risks associated with this decision fall into reputational, financial, and operational, with either option. Regardless of whether we license cats or not, it is clear through feedback there is an expectation of a higher level of service for enforcement on cats running at large or roaming. Roaming cats cause issues for bird population, and there is a higher-level possibility of carrying disease, as well as damages to private property.

Licensing may make it easier to connect with cat owners, if they are licensed, though it does not guarantee bylaw compliance or control on roaming cats.

Costs associated with a cat program are significant on an ongoing basis.

Low buy in on cat licensing leads to an incomplete program, no data, and a higher need for enforcement vs the benefits of the licensing program.

In the absence of licensing, citizen expectations continue to elevate, and the tool would be needed there to attempt to control pet populations, roaming and property impacts.

Financial

If the decision is made to license cats, the current software system is specific to dog licensing and cannot manage this process, requiring modifications to systems to address. This would add an added operational cost of \$40,000 annually to support.

Recommendation

Administration recommends we do license cats. There is a higher probability to reunite cats with their owners given the current low claim rate. Though the costs of animal licensing are partially subsidized by the tax base, cat licensing and enforcement revenues would offset a portion of those costs.

Should the decision to license cats be affirmed, a decision will be required as to whether to limit the number of cats an owner may have, and if so, to what degree. The following information provides the pros and cons about both of those options:

Limit	
Pros	<ul style="list-style-type: none"> • Providing a cap, presumably controls the quantity of pets permitted within the city and the corresponding neighbourhood issues. • Limits the direct impact on a neighbourhood and roaming cats. • Too many cats per household can lead to serious health complications. • Supports Alberta SPCA with complaints of hoarding and a tool to deal with excessive cats in one location.
Cons	<ul style="list-style-type: none"> • Difficult to enforce. • Creates an issue if households have more than the limit set prior to the bylaw being in effect and what to do with those pets and households. • Even with a limit, owners tend to let cats roam, still causing nuisance in neighbourhoods. • Challenges with public not licensing or complying with any limits. • Already high demand on the adoption network and city for unclaimed/unwanted cats. Creating limits can further strain the system to deal with overages per household.

	<ul style="list-style-type: none"> • Can be seen as penalizing responsible pet owners who can care and control more than the limit. • Creating a limit per household does not always equate to being a responsible pet owner.
No Limit	
Pros	<ul style="list-style-type: none"> • Creates more capacity for fostering and adoption. • Removes the barriers for those moving into Red Deer where a high limit per household was approved and requiring that household to rid of a family pet to adhere to Red Deer limits.
Cons	<ul style="list-style-type: none"> • Challenge to reunite cats with owners (15% claim rate in 2022). • Level of service expectation by public in relation to cat issues (Roaming, property damage, threat to other animals, disease etc.) • All enforcement costs become a city responsibility. Though fees would be subsidized, the revenue from licensing would off set some of the expenses, though minimal. • Assists with the burden on the adoption network or rescue agencies

Recommendation

Administration recommends a limit of 6 cats per household, recognizing consideration to be given to grandfathering households with multiple cats. Challenges with cats are related to roaming, feces accumulation and private property damage, with minimal concern about the number of cats at a household. There have been files with Alberta SPCA where City has limited tools to address the hoarding of cats in one location. With a limit, there is definitive regulation and fines associated with that to help address the challenges. The consideration of establishing a limit is in relation to the wellbeing of the cats. Too many in one household can lead to serious health complications and it becomes difficult to properly monitor the health of each cat when there are a lot in one location.

Dogs

The current *Dog Bylaw* limits the number of dogs per household to 3. As part of the Responsible Pet Ownership Bylaw, one of the outstanding decisions is around whether the current limit is adequate or should it be amended. The following provides a summary of the pros and cons of the options:

Limit	
Pros	<ul style="list-style-type: none"> • Continue with current limit, creates consistency between past practices and other municipalities.
Cons	<ul style="list-style-type: none"> • Challenge for those new to our city and exceed the limit. Consideration of requiring rehoming of family pets to be compliant • Currently, no process for exceptions. If an exception process was offered, there would need to be specific criteria as to what constitutes approval of an exception. • Can be seen as penalizing responsible pet owners who can maintain care and control for more than the limit.

	<ul style="list-style-type: none"> • No limit or higher limits, creates more capacity for fostering and adoption.
No Limit	
Pros	<ul style="list-style-type: none"> • Potential for reduced enforcement. • Ease of addressing newcomers who may exceed current limits. • Focuses on actual nuisances, regardless of number of dogs. • No requirement for consideration of exceptional circumstances. • Assists in addressing burden on adoption network or rescue agencies.
Cons	<ul style="list-style-type: none"> • Potential increase in complaints due to combined nuisances. • Concerns about the ability for an owner to control a larger volume of dogs, both on private property and off-leash areas.

Risks

With a limit or no limit at all, enforcement has always been the challenge. There is a general expectation that when a complaint is filed, The City takes immediate action and removes the nuisance. The reality is, there is a legislative process and requirements to be met, such as witnessed events or affidavits from witnesses.

The enforcement process is a challenge with all animal types. The City must rely on complainants to document evidence of the issues and subsequently, attend Court if necessary. Already, people are not willing to do this for fear of retaliation or other issues.

Recommendation

Administration recommends maintaining the limit of 3 dogs and allowing for provisions for those moving into the city with more than the limit and grandfathering those pets. The request has been minimal to date and more easily tracked given there has been a limit in place for a long time. The extenuating circumstance would be clearly outlined within the bylaw to provide direction on what circumstances would be granted, with the option to have the exempt approval removed, if the property becomes a nuisance.

Changes will be proposed within the new bylaw for those fostering dogs, allowing them to temporarily exceed the maximum of three.

Chickens

The current *Chicken Bylaw* caps the number of licences for households to 102 licences based on the population:

7. The maximum number of Chicken Licences that may be issued shall be one Chicken Licence per thousand (1000) persons based on the population of the City of Red Deer as determined by the most recent municipal census.

On average, there have been 100 households on the waitlist for a licence. There are two options available related to the cap on the number of licences: removal of the cap on the number of licences available for Urban Chickens or maintaining the cap.

Maintain the Per Capita Limit on Chicken Licences	
Pros	<ul style="list-style-type: none"> • Limited complaints received. • Keeps total licensing lower and reduces neighbourhood impacts.
Cons	<ul style="list-style-type: none"> • Does not meet the needs of the community. • Difficult to administer the waitlist. • Potential for more households with illegal chickens.
Remove the Per Capita Limit on Chicken Licences	
Pros	<ul style="list-style-type: none"> • Limited complaints received. • Minimal operational costs associated with this option. • Allows for more households to have chickens and produce eggs. • Removes the waitlist and the administration required to manage this.
Cons	<ul style="list-style-type: none"> • Could create larger neighbourhood impacts if there are several licenses in one area. • May increase the volume of complaints received. • May create a larger need for additional enforcement to deal with complaints, if they increase.

Further, the bylaw limits to the number of Urban Chickens per licence/household to 4. That, one of the outstanding decisions is whether we modify, remove, or keep the limit number of chickens per licence/household.

The following provides the pros and cons of each of those options:

Increase # of Chickens Per Licence Allowed	
Pros	<ul style="list-style-type: none"> • Increased production to meet the needs of larger families (4 or more). • Allows for increased options for households.
Cons	<ul style="list-style-type: none"> • Potential increased impacts to neighbours. • Absence of data for full impacts to neighbours. • Increased physical space required for coop/outdoor enclosure. • Increased potential of disease.
Maintain the Existing 4 Chickens Per Licence	
Pros	<ul style="list-style-type: none"> • Limited complaints received. • Minimal operational costs associated with this option. • Limited physical space required for coop/outdoor enclosure. • Ensures the physical health of the chickens.
Cons	<ul style="list-style-type: none"> • Data suggests 4 chickens does not produce enough eggs for large families (4 or more) to be fully self-sustainable (Appendix B). • People increase the number of chickens and are non-compliant with the bylaw.
No Limit on # of Chickens Per Licence	
Pros	<ul style="list-style-type: none"> • Allows larger families to be fully self-sustainable for egg production.

	<ul style="list-style-type: none"> • Allows for any variation to meet household’s needs.
Cons	<ul style="list-style-type: none"> • Potential increased impacts to neighbours. • Anticipated increased compliance costs centering around complaints about urban chickens related to smell, noise and mistreatment of chickens would likely increase. • Increased physical space required for coop/outdoor enclosure. • Increased potential of disease.

Recommendation

Administration recommends maintaining the maximum of 4 Urban Chickens per licence/household and removal of the existing cap on the number of licences available ensures a controlled impact on surrounding neighbourhoods and could be reviewed once implemented to determine whether there are unintended consequences. At that time, number of chickens per household could be increased to the recommended 6 in the Environmental Master Plan.

Honeybee Hives

There are currently no bylaws that address honeybee hives and the decision related to honeybees is whether to allow the keeping of hives within the city.

A Native Bee Inventory conducted within Red Deer in 2022 indicates our city has great bee diversity, especially in our natural areas (Appendix C). The City has been consulting Environment and Climate Change Canada regarding native species and the impacts of introducing honey bee hives. They are currently gathering data to help inform future decisions across Canada.

Allowing Honeybee Hives	
Pros	<ul style="list-style-type: none"> • Awareness of hives and locations throughout the city. • Provides an opportunity to collect better data on how honeybees impact native beehives.
Cons	<ul style="list-style-type: none"> • Honeybees are free ranging, and unlike chickens, cannot be restricted to their own property. • Lack of education and resources for enforcement. • Urban Honeybee keeping is a relatively new concept in Alberta, with little available data and significant misinformation about pollinator health. • Honeybees are non-native livestock species that can spread diseases and compete for limited food with wild bees. • Administrative cost to license and enforce.
Prohibiting Honeybee Hives	
Pros	<ul style="list-style-type: none"> • Protects existing native bee populations. • No need for additional specialized resources for enforcing. • Allows for research to be completed by Environment and Climate Change Canada.
Cons	<ul style="list-style-type: none"> • People proceeding with beehives illegally.

	• People unable to produce their own honey within the city.
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Risks

There are reputational risks associated with either of the above options. There is opportunity with either option, to focus on an education campaign for the community related to best practices on how to best protect pollinators, and potential impacts of honeybees to native bees, plant communities and ecosystems.

There are over 300 wild bee species in Alberta and almost half are poorly understood or declining. Endangered bee species are known to occur in Red Deer and could potentially be negatively impacted by honeybees.

Local experts recommend exercising precaution with licensing beehives:

The Alberta Native Bee Council (ANBC) is a non-profit organization established to promote the conservation of native pollinator communities through research and monitoring, advocacy, and collaboration with others. It urges implementing the precautionary principle when considering urban honeybee keeping, taking precautionary measures to prevent degradation of native bee communities where there are threats of serious or irreversible environmental damage.

Further, through provincial registration of hives, we understand the current number of registered beekeepers who live in Red Deer is approximately 77. That means their address is in Red Deer but does not necessarily mean all those hives are in City limits. If the decision is made to intentionally prohibit honey beehives, Administration recommends discussions with the citizens to determine reasonable steps to remove the hives, that are within city limits. The removal process can take up to a year to ensure the safe transfer of the hives.

Recommendation

Administration recommends the prohibition of honey beehives, while we seek input from Environment and Climate Change Canada (ECCC) regarding the recovery strategy for listed and endangered bumble bee species. ECCC has suggested The City discourage a proliferation of honeybee hives within our boundaries at this time. Future bylaw amendments could be considered forward should the results of gathered data support honey beehive implementation. To further support this precautionary approach, Administration suggests Council continue to support the intent of The City's Pollinator Park initiative (initiated in 2017) and our natural area preservation priority – protecting our native bees and their habitat has been and should continue to be a priority for The City. The intent of our Council-endorsed Pollinator Park initiative and natural area preservation priority (protecting our native bees and their habitat) has been a priority for The City.

Financial Impacts

The Responsible Pet Ownership Bylaw may come with financial impacts for The City. Throughout consultation, it was clear the public would like to see more enforcement for various animal types. Concerns have typically been related to barking, noise, property damage, and a nuisance, feces accumulation, not picking up feces, and aggressive behaviour. The cost of action from The City for enforcement and immediate action on animal complaints would exist with or without licensing, or changes to the current bylaws.

There are two financial decisions to make, one being related to the current contracted and the other with the bylaw update and potential increased service levels.

This funding discussion was not included in the 2023/2024 budget approval, due to the not being completed and the bylaw having not been considered by Council. Without an additional revenue source, the funding would be Operating Reserve Tax Supported (ORTS).

Current Contract

The current contract for bylaw enforcement and animal care was entered into in 2016. Due to inflationary costs and increasing volumes of animals throughout the city, an increase to the budget is required to maintain the same level of service. The alternative option would be to maintain the existing budget, which would require a decreased service level.

Services are administering and enforcing The City’s animal related bylaws, including responding to complaints, picking up and providing care for injured or stray animals, and running an adoption program for unclaimed animals. The adoption program is run out of the pet store, increasing the number of successful adoptions, and reducing the amount of time an animal is in care.

Option 1 - Increased Budget Funding - Maintain Service Level
2 Full Time Enforcement Officers
Fully staffed Shelter/Kennel for 44 hrs per week
+\$3,750/month = Total increase \$45,000
\$63,750/month = \$765,000 per year

A decrease to funding would directly impact the adoption program, and the ability for proactive enforcement. The length of time an animal is in care prior to adoption may impact the ability to take in other animals to shelter. This could impact other animals and abandoned pets.

Option 2 - Maintain Current Budget Funding - Decreased Service Level
2 Full Time Enforcement Officers
Fully staffed Shelter/Kennel for 44 hrs per week
\$60,000/Month = \$720,000 per year

\$45,000 more in ongoing costs is approximately 0.03% more in property taxes in 2024.

Overall Bylaw Impacts

To support the implementation of the new proposed bylaw, and to align with feedback through public participation and stakeholder engagement, Administration has identified options available for Council’s consideration, both of which require increase budget funding.

The increase in the number of enforcement officers and kennel staff would support increased proactive patrols throughout the city, including the off-leash parks, as well as support the additional administration associated with cat licensing.

Option A - Add Cat Licensing, Prohibited Livestock	
1 additional Enforcement Officer and patrol vehicle = 3 total	
1 additional Shelter/Kennel Staff	
+\$25,000/month = Total Increase \$300,000	
Total of \$ 1,020,000 per year	

Option B - Increased Service Level	
2 additional Enforcement Officers and patrol vehicles = 4 total	
1.5 additional Shelter/Kennel Staff	
+\$43,750/month = Total Increase \$525,000	
Total of \$1,245,000 per year	

In addition to an increase in contracted services, Administration is requesting support of an additional 0.4 FTE. There are two positions currently assigned to providing support for animal licensing related bylaws, one 0.6FTE Customer Service position and one Licence Inspector. The addition of 0.4 FTE creates a fulltime Customer Service person.

With the addition of foster agencies, addition of cat licensing and if the cap of chicken licenses is removed, there will be additional inquiries and work associated. There has also been an increase in aggressive dog files which requires on-going administrative support to respond in a timely fashion. Without this support, the risk is less ability to respond within a typical 4 week period and processing of licenses would be lengthened.

Aggressive dog files have remained somewhat consistent over the years with a small increase in 2022. The estimation is that this trend will continue with the quantity of animal adoptions and lack of training or experience with ownership (Appendix K).

Funding Options

Council has options on how they can proceed with the funding request:

A1: Approve for 2024 implementation, one-time costs of \$45,000.

A2: Approve for 2024 implementation, with a readjustment from other areas for ongoing costs and one-time set-up costs of \$45,000 in 2023.

B1: Defer and delay implementation until later in 2024.

B2: Defer and delay implementation until 2025.

A1 Fund in 2024	
Pros	<ul style="list-style-type: none"> • Timing is good for implementation, builds on momentum. • Meets needs expectations of citizens and stakeholders, identified through public participation.
Cons	<ul style="list-style-type: none"> • Uses ORTS, which is in poor health. • 2024 budget is a review year and not intended for new initiatives.
A2 Fund in 2024 with a readjustment from other areas	
Pros	<ul style="list-style-type: none"> • Timing is good for implementation, builds on momentum. • Meets needs expectations of citizens and stakeholders, identified through public participation.

Cons	<ul style="list-style-type: none"> • Takes from other operating priorities to fund for ongoing costs. • Uses ORTS for set-up costs, which is in poor health.
B1 Defer and Delay until 2024	
Pros	<ul style="list-style-type: none"> • Timing is good for implementation, builds on momentum. • Meets needs expectations of citizens and stakeholders, identified through public participation.
Cons	<ul style="list-style-type: none"> • 2024 budget is a review year and not intended for new initiatives.
B2 Defer and Delay Budget 2025	
Pros	<ul style="list-style-type: none"> • Can appropriately raise taxes to fund implementation. • Decision made in context of other priorities.
Cons	<ul style="list-style-type: none"> • Timing is poor for implementation, loss of momentum. • Does not meet expectations of citizens or stakeholders. • Reduction in service level due to increased cost of contract.

\$300,000 more in ongoing costs is approximately 0.2% more in property taxes in 2024
 \$525,000 more in ongoing costs is approximately 0.36% more in property taxes in 2024

For Budget 2024, approximately \$1,471,135 = 1% in property tax increase. For Budget 2025, Administration currently projects an increase to property taxes by 4.38%. Approval of additional \$525,000 more in spending means the 2024 tax increase goes from 4.38% to 5.38%.

Recommendation

Administration recommends:

Council approves a \$45,000 onetime increase to the existing contracted services budget to continue the existing levels of service.

Further, that Council approves \$601,200 ongoing for 2024, comprised of \$565,000 for contracted services and \$36,200 for personnel for 2024. Based on feedback received from stakeholder consultation, the trend towards increasing enforcement actions, and the increase in the volume of animals throughout the city, Administration supports an increased level of animal control service.

Appendices

Appendix A: Alberta Animal Services – Intake Stats

Appendix B: Urban Chicken Report

Appendix C: Honeybee Report

Appendix D: Roaming Cats – Impact on Bird Population

Appendix E: Xercer Society -Potential Impacts of Honeybees

Appendix F: Summary of Proposed Recovery Strategy for Gypsy Cuckoo Bumble Bees

Appendix G: Recommendation from Alberta Native Bee Council

Appendix H: Letter from Nixon Honey

Appendix I: Article on Decline in Wild Bees Associated with Honeybees Study

Appendix J: Article on Wild Pollinators Enhance Fruit Set

Appendix K: Aggressive Dog Data

Appendix L: Public Participation – What We Heard Report

Appendix M: Municipal Comparison

Appendix N: Revenue vs Expenses Summary

Appendix B – Alberta Animal Services 2011-2022 Intake Stats

Alberta Animal Services

JAN/2023

2011-2022 City of Red Deer Dog Intake Stats



3012
Total Intakes

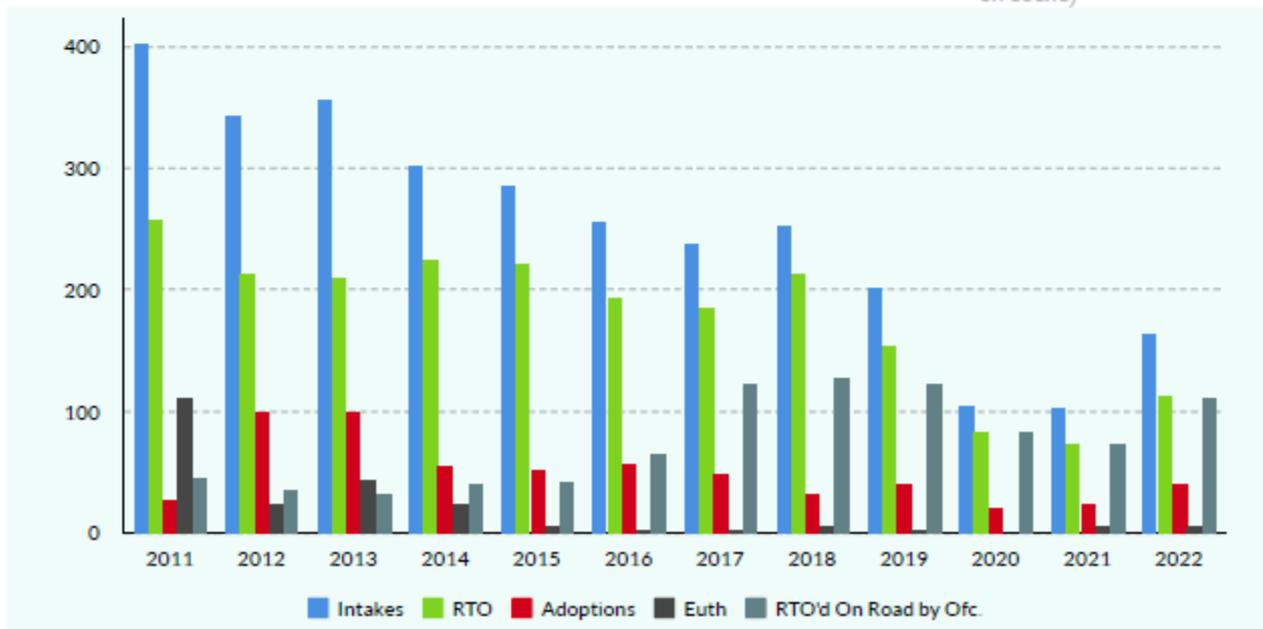
2143
Total RTO to Owners

591
Adoptions AAS/CAOS Program

94.6%
Decrease in Euthanizations from 2011-2022

71 %
RTO Rate

111
Dogs RTO'd on road by Officers in 2022 (microchips, tattoos or identification located on scene)



Appendix B – Alberta Animal Services 2011-2022 Intake Stats

Alberta Animal Services

JAN/2023

2011-2022 City of Red Deer Cat Intake Stats



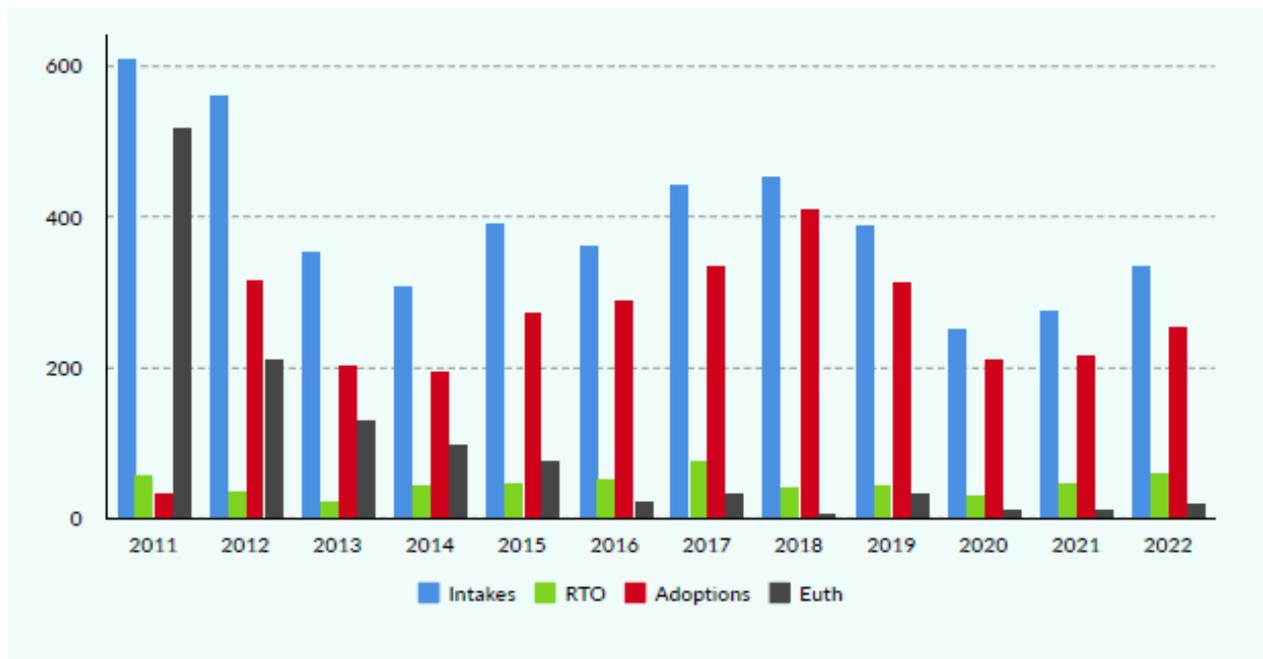
4733
Total Intakes

553
Total RTO to Owners

3043
Adoptions AAS/CAOS Program

96.14%
Decrease in
Euthanizations from
2011-2022

11.6%
RTO Rate



Appendix C

Animal Bylaw Recommendation: Urban chickens and increasing urban agriculture

Contacts: Ken Lehman, Parks & Public Works
Lauren Maris, Community Development

Recommendation

Aligned with Action #18 of The City's Environmental Master Plan whose intended outcome is to "increase production, consumption and knowledge of local food in Red Deer", we recommend:

- 1. Removing restrictions on the number of households that can have chickens**
- 2. Pilot increasing the number of chickens allowed to six**
- 3. Pilot including quail as birds eligible for a license**
- 4. Provide recommendations for education on how to properly keep chickens and quail. Add requirements for education when there are enforcement issues.**
- 5. Future consideration to expand keeping animals to contribute to local food and urban agriculture**

Rationale for Recommendation

1. Removing restrictions on the number of households that can have chickens

The current bylaw restricts the number of hen licenses to 1 per 1000 people which does not keep up with demand. There is a years-long waiting list of about 300 people. We have heard anecdotes of people holding onto their licenses even if they do not currently have chickens because they think they will be unable to get a license in the future if they want chickens again.

There have not been significant enforcement issues with chickens. On the contrary, public consultation done by Inspections and Licensing in 2021 (DM#2881491) shows that people's animal issues are mostly around problems with dogs and cats (issues 1 through 4) and issue number 5 is that more people want chickens.

Many Alberta municipalities have no restrictions on the number of households that can have chickens including Peace River, Edmonton, Lacombe, St. Albert, High River, Cold Lake, Grande Prairie and Rocky Mountain House.

2. Pilot increasing the number of chickens allowed to six

Allowing households to keep six chickens would better meet the food needs of a family of 4-5 people. People with families this size consistently supplement their supply with store-bought eggs.

The costs to start keeping hens is high: building a coop, licensing fee, buying the chickens, food and care, etc. Being able to meet their own needs more consistently would help bring owners a return on their investment more quickly.

[Edmonton](#), [St. Albert](#) and [Leduc](#) allow six hens on a property with requirements for coop and run space per hen and location on the lot.

Piloting this expansion from 2024 to 2026 would help us identify any issues and solutions before including this option as part of the permanent bylaw.

3. Pilot including quail as birds eligible for a license

Allowing households to keep poultry other than chickens would provide expanded opportunities for food security.

Quail mature quickly, so one could start in the spring and have eggs for longer than chickens. They are small, quiet, cold-hardy birds that require less space than chickens. Quail can be raised for both eggs and meat.

Since quail are so small and quiet, and mature and reproduce so quickly regulations should be slightly different than for chickens: smaller space requirements per bird, appropriate nesting and perch requirements, allowing males and chicks, and allowing up to 10 quail per license.

The provision for no slaughtering on property would still be in place.

We recommend piloting this with up to one license per 1000 persons based on the population of Red Deer from 2024 to 2026, which would help us identify any issues and solutions before including this option as part of the permanent bylaw.

4. Implement educational recommendations/requirements

To help ensure proper animal husbandry, which will contribute to healthy animals and reduce risk to other animals, people who want to raise chickens should be educated from a reputable and reliable source.

The Canadian Liberated Urban Chicken Klub (CLUCK) is still active on Facebook but does not provide formal education. On that page there was evidence of people finally receiving their license but not knowing where to start when it comes to keeping chickens.

Many municipalities in Alberta recommend or require completing the [Alberta Farm Animal Care](#) course or [Chickens 101 from River City Chickens](#).

The absence of educational requirements has not resulted in significant enforcement issues, so taking a course should be recommended rather than required. If there is an enforcement issue, education should be required at that time.

Background

Several existing City planning documents support keeping properly managed small urban livestock:

1. The engagement process for the [Environmental Master Plan](#) identified significant community interest in local food and urban agriculture. As a result, one of the recommended actions in the EMP is Action #18: Develop an Urban Agriculture Action Plan, intended to expand knowledge and activity in Red Deer related to urban agriculture, which could include food producing animals. Council endorsed the EMP as a planning document in 2019.

In response to EMP Action #18 the Community Development and Parks sections have started working with community stakeholders who have come together to create the Local Food Movement group. The purpose of this group is to encourage residents to produce and consume more local food.

2. The [Social Policy Framework's](#) goals: meeting health and basic needs, and fostering resilience. These goals are connected to secure access to locally produced food.
3. The [Red Deer Culture Vision](#) describes four values, one of which is Rural Roots Leadership which is described as, "... We still hold the pioneer spirit close to our hearts. We believe that the community knows best what it needs and knows how to do it..." The rural heritage and pioneer spirit that are part of Red Deer's identity are aligned with allowing people to support themselves as much as possible without harming their neighbours.

Furthermore, the [Welcoming and Inclusive Community](#) and [Social Policy Framework](#) both have goals to respect and celebrate diverse perspectives and backgrounds. People coming to Red Deer from other cultures may want to raise small animals like rabbits to contribute to their food supply.

5. Future consideration to expand keeping animals to contribute to local food and urban agriculture

Urban agriculture can help meet the goals of the Environmental Master Plan, Social Planning Framework and Culture Vision. Furthermore, many Red Deerians are interested in strengthening their food security by producing more of their own food. We therefore recommend Council and Administration work together to provide more urban agriculture opportunities for Red Deerians. This could include:

- A neighbourhood that is built around gardening and food production, where people living there would expect to have urban agriculture around them
- Pilot programs to keep other small livestock such as other types of fowl, rabbits, miniature goats and miniature sheep

Appendix D

Animal Bylaw Recommendation: honey beekeeping

Contacts: Ken Lehman, Parks & Public Works
Lauren Maris, Community Development

Recommendation

As part of the future Animal Bylaw, Council will decide if animals other than dogs, cats and chickens are permissible in Red Deer. This consideration includes honey bees.

While honey bees have value as pollinators, particularly for large-scale agriculture, they are non-native livestock and [impact our local ecosystems](#)¹. Supporting and protecting native species has previously been a Council priority, recognizing that native species are ecologically important and if lost, re-introduction can be difficult or impossible. Furthermore, commercial honey producers have concerns about the potential for spread of disease from hobby keepers, which can impact their livelihood.

We recommend not permitting any additional honey beekeeping in Red Deer from 2023 through 2026 while we:

- Participate in local research and assessment in collaboration with local experts;
- Learn from other research being conducted across Alberta, Canada and abroad;
- Educate Red Deerians about how they can best protect native bees and other pollinators.

Honey beekeepers currently registered with the [Government of Alberta's Office of the Provincial Apiculturist](#) as required by provincial law would be permitted to continue their operations with conditions:

- Demonstrate proof of current registration with Government of Alberta by providing the certificate with beekeeper registration number;
- Limit of two hives on properties except those zoned A1 (agricultural on the outskirts of town);
- Demonstrate education on honey bee husbandry in the form of a certificate from recognized institution;
- Demonstrate ongoing inspections and maintenance;
- Post signs on property notifying people of the existence of hives on the property so the public can manage their own risk;
- Obtain a non-transferable municipal licence;
- Cooperate in local research efforts to improve knowledge about Red Deer's pollinators.

Rationale for Recommendation

The primary reasons not to permit the expansion of honey beekeeping in Red Deer are:

1. **Proposed federal strategy for endangered bee species in Red Deer:** In September 2022 The City of Red Deer received a request from the federal government's department Environment and

¹ DM#3005367; Hatfield, R.G., S. Jepsen, M. Vaughan, S. Black, E. Lee-Mader. 2018. *An Overview of the Potential Impacts of Honey Bees to Native Bees, Plant Communities, and Ecosystems in Wild Landscapes: Recommendations for Land Managers*. 12 pp. Portland, OR: The Xerces Society for Invertebrate Conservation.

Climate Change Canada (ECCC) advising that they are developing a [Recovery Strategy for the Gypsy Cuckoo Bumble Bee in Canada](#), which is considered Endangered under the federal Species at Risk Act.

ECCC identifies the following as primary threats to the Gypsy Cuckoo Bumble Bee²:

- Decline of host bumble bee species - Gypsy Cuckoos require other bumble bee species for survival;
- **Introduction and/or spread of pathogens from commercially raised bumble bees and honey bees**, and the accidental release of non-native bumble bees;
- Off-label use of insecticides, herbicides and fungicides;
- Climate change - bumble bees are cool-adapted species and as the climate warms, many species are declining.

The Gypsy Cuckoo is one of [15 species of threatened bees in Alberta](#), and one of two critically imperiled species. Native bees are at risk in our area and honey bees are part of that risk.

2. **Local experts recommend exercising the precautionary principle:** The Alberta Native Bee Council (ANBC) is a non-profit organization established to promote conservation of native pollinators through research and monitoring, advocacy, education, and collaboration with others. It urges implementing the precautionary principle when it comes to urban honey beekeeping, which means taking precautionary measures to prevent degradation of the environment where there are threats of serious or irreversible environmental damage. ANBC points out³:

- Honey bees are non-native livestock species that can spread diseases and compete for limited food with wild bees.
- There are over 370 wild bee species in Alberta and almost half are rare, poorly understood or declining. Endangered bee species are known to occur in Red Deer and could potentially be negatively impacted by honey bees.
- Honey bees are free ranging, and unlike chickens, beekeepers are unable to keep their bees on their own property.

Research on the effects of honey bees on Red Deer's native bees is underway and will continue. For example, Charity Brière, Biology Instructor at Red Deer Polytechnic, has undertaken a thesis project to address the question: is diversity, abundance, and size of bumble bees in Red Deer impacted by proximity to known honey bee hives? The results of this thesis project will be presented in 2023.

Furthermore, a native bee inventory conducted within Red Deer in 2022 indicates that our city has great native bee diversity, especially in our natural areas. This research indicates the presence of endangered bee species within city limits. City Administration has reached out to ECCC to determine what this means for our operations. In the meantime, we do not want to add

² DM#3005189; Environment and Climate Change Canada – Canadian Wildlife Service Prairie Region, 2022. *Summary of the Proposed Recovery Strategy for the Gypsy Cuckoo Bumble Bee*. 2 pp. Saskatoon, SK.

³ DM#3030235 Alberta Native Bee Council Briefing Note

conditions- such as increased honey beekeeping- that could threaten these ecologically important assets.

Local research is an opportunity for collaboration between Alberta native bee experts, Red Deer Polytechnic faculty and students, The City of Red Deer and Red Deerians. It will enable us to better understand the status of native species and inform how to best support our unique and valuable ecosystem.

3. **Risks for commercial honey producers:** Mismanagement of hobby honey bees can negatively impact commercial honey operations. Local producers like Nixon Honey have concerns that well-meaning amateur honey beekeepers could be contributing to the spread of disease to commercial bee livestock. This can easily happen when there is poor hive maintenance and monitoring (animal husbandry) due to the nature of honey bees flying long distances to forage such that overlap of colonies is impossible to control.⁴
4. **Honey bees aren't the answer to pollinator decline:** In recent years many of us have heard about the critical decline in pollinators worldwide, and honey bees are often touted as a solution to that problem. However research has shown that honey bees contribute to the decline in native bees⁵, and that native bees are more effective at pollinating many local crops and plant species⁶. Furthermore, the federal and provincial governments ensure honey bee monitoring and research is well-funded and enacted to support commercial-scale agriculture, whereas native species do not receive the same attention. The true message of "save the bees" lies in awareness of the incredible diversity and value we have in our native bee species, and how to protect them. This includes habitat protection, reducing pesticide use, and learning more through research.
5. **Honey beekeeping is unlikely to help those who really need improved food security.** Sometimes urban beekeeping is couched as an opportunity to increase food security by allowing people to produce some of their own food. However honey beekeeping is an expensive and time-consuming undertaking. Beekeepers must have land on which to put their hives, and the resources to purchase and care for their livestock as well as harvest the honey. Honey beekeeping is unlikely to be accessible to those who really need the additional security, or to make as much difference in food security as for example chickens, which can forage and eat food scraps while producing a food source daily.

Benefits of this recommendation:

- Allows existing beekeepers who are following the rules to maintain their investments in their livestock;
- Gives time to conduct research on the state of native bees in Red Deer and re-evaluate based on evidence;

⁴ DM#3011058 Letter from Kevin Nixon, President of Nixon Honey Farm

⁵ DM#3030460 MacInnis G, Normandin E, Ziter CD. 2023. Decline in wild bee species richness associated with honey bee (*Apis mellifera* L.) abundance in an urban ecosystem. *PeerJ* 11:e14699
<http://doi.org/10.7717/peerj.14699>

⁶ DM#3019249; Garibaldi, Lucas A. et al. *Wild Pollinators Enhance Fruit Set of Crops Regardless of Honey Bee Abundance*. 7 pp. *SCIENCE* www.sciencemag.org vol 339 March 29, 2013.

- Gives time for The City to educate the public on why native pollinators are the best solution to pollinator decline.

Risks of this recommendation:

- Allows existing hives to possibly continue to adversely affect native bees and endangered species before we have research results;
- Ongoing risk of disease spreading to commercial and native bee populations.

It is within The City of Red Deer's jurisdiction to take action that can protect the endangered Gypsy Cuckoo bee and other native pollinators by restricting honey beekeeping in Red Deer.

Background

The City of Red Deer has placed a high value on protecting our native pollinators and their habitat. For example, Council endorsed the Pollinator Park initiative in 2017 to educate Red Deerians about pollinators, and adopted the Cosmetic Pesticide Use Policy in 2015 to limit the amount of pesticide used on City property. Other City projects and programs that have further supported pollinator awareness and pollinator habitat protection include reclamation and natural area plantings, and community gardening and orchard initiatives.

In 2022 Parks & Public Works collaborated with a local bee expert to conduct an inventory of bee species found in a variety of settings around the city (e.g. green roofs, natural areas, manicured parks). While analysis is still underway, preliminary results suggest the presence of endangered bee species in the city. This research will continue in 2023, helping us understand the status of these and other important pollinators in the city before we implement any changes and provide opportunities to educate the community on the status of our native bees, why they are important and how to protect them.

Environment and Climate Change Canada, the Alberta Native Bee Council, and the Xerces Society all recommend taking the precautionary approach to honey beekeeping in urban settings due to potential impacts on native pollinators.

Red Deer is included in the critical habitat zone for the endangered Gypsy Cuckoo Bumble Bee, as outlined by Environment and Climate Change Canada. City Administration has requested direction from ECCC on municipal responsibilities related to their recently proposed recovery strategy.

Alternative option: Disallow honey beekeeping in Red Deer

A more emphatic implementation of the precautionary principle would be not to allow honey beekeeping on urban properties in Red Deer. This would require current beekeepers to remove hives from property that is not zoned A1 (agricultural on the outskirts of town).

Benefits of this recommendation:

- This is the most vigorous option for implementing the precautionary principle, i.e. taking precautionary measures to prevent degradation of the environment where there are threats of serious or irreversible environmental damage;
- Best aligns with recommendations from Environment and Climate Change Canada's draft recovery plan for the endangered Gypsy Cuckoo Bumble Bee;
- Allows the most pristine condition under which to conduct research on the state of native bees in Red Deer.

Risks of this recommendation:

- Existing beekeepers could lose their entire investments in livestock and equipment. Sale of used beekeeping equipment is discouraged to prevent the spread of disease.
- Driving beekeepers underground: if we don't know who is keeping bees we won't be able to accurately track activity for research. Beekeepers may opt to go so far as not registering with the Government of Alberta's Office of the Provincial Apiculturist, whose mandate is safeguarding the honey industry from the spread of honey bee pests and diseases.

<https://nationalzoo.si.edu/news/new-study-finds-us-and-canada-have-lost-more-one-four-birds-past-50-years>

New Study Finds U.S. and Canada Have Lost More Than One in Four Birds in the Past 50 Years

Data show that since 1970, the U.S. and Canada have lost nearly 3 billion birds, a massive reduction in abundance involving hundreds of species, from beloved backyard songbirds to long-distance migrants.

Sep. 19, 2019



A [study published today in the journal Science](#) reveals that since 1970, bird populations in the United States and Canada have declined by 29 percent, or almost 3 billion birds, signaling a widespread ecological crisis. The results show tremendous losses across diverse groups of birds and habitats — from iconic songsters such as meadowlarks to long-distance migrants such as swallows and backyard birds including sparrows.

“Multiple, independent lines of evidence show a massive reduction in the abundance of birds,” said Ken Rosenberg, the study’s lead author and a senior scientist at the Cornell Lab of Ornithology and American Bird Conservancy. “We expected to see continuing declines of threatened species. But for

Appendix E – Article on the Impact of Roaming cats on Bird Population

the first time, the results also showed pervasive losses among common birds across all habitats, including backyard birds.”

The study notes that birds are indicators of environmental health, signaling that natural systems across the U.S. and Canada are now being so severely impacted by human activities that they no longer support the same robust wildlife populations.

The findings show that of nearly 3 billion birds lost, 90 percent belong to 12 bird families, including sparrows, warblers, finches, and swallows — common, widespread species that play influential roles in food webs and ecosystem functioning, from seed dispersal to pest control.

Among the steep declines noted:

- Grassland birds are especially hard hit, with a 53-percent reduction in population — more than 720 million birds — since 1970.
- Shorebirds, most of which frequent sensitive coastal habitats, were already at dangerously low numbers and have lost more than one-third of their population.
- The volume of spring migration, measured by radar in the night skies, has dropped by 14 percent in just the past decade.

“These data are consistent with what we’re seeing elsewhere with other taxa showing massive declines, including insects and amphibians,” said coauthor Peter Marra, senior scientist emeritus and former head of the Smithsonian Migratory Bird Center and now director of the Georgetown Environment Initiative at Georgetown University. “It’s imperative to address immediate and ongoing threats, both because the domino effects can lead to the decay of ecosystems that humans depend on for our own health and livelihoods — and because people all over the world cherish birds in their own right. Can you imagine a world without birdsong?”

Evidence for the declines emerged from detection of migratory birds in the air from 143 NEXRAD weather radar stations across the continent in a period spanning over 10 years, as well as from nearly 50 years of data collected through multiple monitoring efforts on the ground.

“Citizen-science participants contributed critical scientific data to show the international scale of losses of birds,” said coauthor John Sauer of the U.S. Geological Survey (USGS). “Our results also provide insights into actions we can take to reverse the declines.” The analysis included citizen-science data from the North American Breeding Bird Survey coordinated by the USGS and the Canadian Wildlife Service — the main sources of long-term, large-scale population data for North American birds — the Audubon Christmas Bird Count, and Manomet’s International Shorebird Survey.

Although the study did not analyze the causes of declines, it noted that the steep drop in North American birds parallels the losses of birds elsewhere in the world, suggesting multiple interacting causes that reduce breeding success and increase mortality. It noted that the largest factor driving these declines is likely the widespread loss and degradation of habitat, especially due to agricultural intensification and urbanization.

Other studies have documented mortality from predation by free-roaming domestic cats; collisions with glass, buildings, and other structures; and pervasive use of pesticides associated with widespread declines in insects, an essential food source for birds. Climate change is expected to compound these challenges by altering habitats and threatening plant communities that birds need to survive. More research is needed to pinpoint primary causes for declines in individual species.

“The story is not over,” said coauthor Michael Parr, president of American Bird Conservancy. “There are so many ways to help save birds. Some require policy decisions such as strengthening the Migratory Bird Treaty Act. We can also work to ban harmful pesticides and properly fund effective bird conservation programs. Each of us can make a difference with everyday actions that together

Appendix E – Article on the Impact of Roaming cats on Bird Population

can save the lives of millions of birds — actions like making windows safer for birds, keeping cats indoors, and protecting habitat.”

The study also documents a few promising rebounds resulting from galvanized human efforts. Waterfowl (ducks, geese, and swans) have made a remarkable recovery over the past 50 years, made possible by investments in conservation by hunters and billions of dollars of government funding for wetland protection and restoration. Raptors such as the Bald Eagle have also made spectacular comebacks since the 1970s, after the harmful pesticide DDT was banned and recovery efforts through endangered species legislation in the U.S. and Canada provided critical protection.

“It’s a wake-up call that we’ve lost more than a quarter of our birds in the U.S. and Canada,” said coauthor Adam Smith from Environment and Climate Change Canada. “But the crisis reaches far beyond our individual borders. Many of the birds that breed in Canadian backyards migrate through or spend the winter in the U.S. and places farther south — from Mexico and the Caribbean to Central and South America. What our birds need now is an historic, hemispheric effort that unites people and organizations with one common goal: bringing our birds back.”

An Overview of the Potential Impacts of Honey Bees to Native Bees, Plant Communities, and Ecosystems in Wild Landscapes: Recommendations for Land Managers



Protecting the Life
that Sustains Us

www.xerces.org

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Introduction

The question of whether introduced honey bees belong on public lands and natural areas in North America has been debated for decades (Pyke 1999, and references therein). As more areas of natural habitat that formerly provided resources for pollinators are converted to agricultural and suburban uses, the pressures for the beekeeping industry to find pesticide-free areas in which honey bees can forage while they are not actively pollinating crop fields are increasing. As a result, there is a critical need to present evidence-based considerations for landowners and managers of public lands and natural areas to review when deciding whether honey bees would be appropriate in these landscapes, and if so, the timing, duration, and numbers of hives that should be allowed.

In recognition of the potential risks that honey bees pose to native pollinators and their associated landscapes (see below for details), the final decision about whether to allow honey bees access to public lands and natural areas should be left to land managers who have the best understanding of the local conditions, local management goals, the needs of the flora and fauna, and the sensitivity of the habitat. We also recommend that land managers consider any federal or local laws pertaining to natural areas management. These laws include, but are not limited to, the National Environmental Policy Act (NEPA), the National Forest Management Act (NFMA), the Clean Water Act, and the Endangered Species Act, as well as all relevant state and municipal legislation.

Honey bees are critical for agriculture, and honey production is an important industry. Plus, beekeepers—professional and hobbyist alike—are some of the most engaged advocates for improved pollinator habitat across the US. The Xerces Society does want to ensure, however, that native pollinators and other land management or conservation goals are considered a priority in decisions about apiary placement on public lands and natural areas.

Recommendations for Land Managers

Where local and federal laws permit the placement of honey bees, and managers are deciding whether to include hives on their land, we suggest that managers consider the following potential impacts of honey bees. Following this set of recommendations is a review of the literature relevant to these issues.

Are populations of endangered or threatened pollinators present on the land?

- ⇒ If rare species of bees and butterflies, including threatened or endangered species, special status, sensitive, or other species of concern, are known to exist within the flight area where the hives are to be placed, assessment of potential risks to these populations should be undertaken.

- ⇒ If it is possible that rare or declining pollinator species can be found in the area, efforts should be made to determine if they are present. Consulting scientists with expertise in pollinator surveys and species identification is recommended. In cases where a particular pollinator species is critically imperiled, every remaining population and individual may be essential to the species' immediate and long-term survival. There is potential that honey bees may transmit diseases to native bees (e.g., spread of deformed wing virus from honey bees to bumble bees causing wing damage) and may compete for floral resources (e.g., decreased fecundity in bumble bees).

Are there invasive plant populations, or ongoing efforts to eradicate invasive plant species, that would be affected by the inclusion of honey bees?

- ⇒ Honey bees may not be compatible with invasive plant species management. If honey bees pollinate and increase seed production of the invasive species in question (e.g., yellow star thistle), land managers may want to exclude honey bees during periods of bloom.

What are the potential impacts to other wildlife?

- ⇒ Are there bears in the area that will be attracted to the apiary as a food source? Land managers need to work with beekeepers to determine if placement of an apiary will increase the potential for human–bear conflicts. If this is a risk, then electric fencing and maintenance of that fencing to prevent intrusion from bears should be mandated on public lands to avoid bear damage to apiaries and to prevent habituation of bears to hives.

Is there sufficient infrastructure to support the drop-off and storing of the proposed operation?

- ⇒ Commercial beekeepers may bring anywhere between 4 and 400 hives, depending upon the size of the operation. Hives are delivered using a range of vehicles from flatbed trucks to semi-tractor trailers. Access roads must be appropriate for the required transport, and should not result in excess erosion, road damage, or other infrastructure challenges.
- ⇒ Apiary sites also must be of sufficient size, with level and firm ground to accommodate small forklifts or Bobcat-type loaders used to move pallets of bees. An apiary location will also need sufficient space for trucks to turn around.

If the above considerations have been made and a decision to move forward with apiary placement is under consideration, we recommend:

- ⇒ Any apiary (no matter the number of hives), needs to be more than 4 miles from:
 - Known locations of pollinators that are listed on state or federal endangered species acts, or designated as special status, sensitive, or other species of concern (this includes plants with specific and important native pollinator relationships that can lead to decline in plant production);
 - Wilderness and wilderness study areas, as well as congressionally designated preserves and monuments.
 - Habitats of special value for biodiversity and/or pollinators (e.g., high-elevation meadows, wet meadows, etc.).
- ⇒ Each apiary should have no more than 20 hives.
- ⇒ Apiaries should be separated by at least 4 miles.

A Summary of the Potential Impacts of Honey Bees on Native Ecosystems

The importance of honey bees and native bees

Pollinators support the reproduction of nearly 85% of the world's flowering plants (Ollerton et al. 2011) and 35% of global crop production (Klein et al. 2007). The great majority of pollinators are insects, including bees, wasps, flies, beetles, ants, butterflies, and moths. Bees are considered the most important group of pollinators in temperate climates. There are over 3,600 species of bees in the United States and Canada (Ascher & Pickering 2018); almost all of these are native.

The honey bee (*Apis mellifera*) is not native to North America and was introduced in the early 17th century by Europeans for honey and wax production (DeGrandi-Hoffman 2003). As honey bees were moved around for honey production, the value of their contribution to pollination services on farms became apparent. Eventually, with the advent of the removable frame beehive, introduced in 1852 by L. L. Langstroth, modern apiculture took shape, and honey bees began their long-standing relationship with North American agriculture (LeBuhn 2013).

The honey bee is the most widely managed crop pollinator in the United States. Studies indicate that honey bees are important for more than \$15 billion in crop production annually (Morse & Calderone 2000; Calderone 2012). The number of managed western honey bee hives is increasing at the global scale (IPBES 2016) although seasonal colony losses of up to 40% have been seen in recent years in some European countries and in North America (Bee Informed Partnership 2014). Colony losses may not always result in irreversible declines, as losses can be mitigated somewhat by beekeepers splitting colonies.

Native bees are also important crop pollinators. A recent survey found that native bees universally increased fruit set in 41 crop systems worldwide, independent of honey bee presence (Garibaldi et al. 2013). Native, unmanaged bees provide free pollination services, and are often more efficient than honey bees on an individual bee basis at pollinating particular crops, such as squash, berries, and tree fruits (e.g., Tepedino 1981; Bosch & Kemp 2001; Javorek et al. 2002; Garibaldi et al. 2013). Native bees are important in the production of an estimated \$3 billion worth of crops annually to the United States economy (Losey & Vaughan 2006; Calderone 2012) although this is thought to be an underestimate of actual worth. Beyond agriculture, pollinators are keystone species in most terrestrial ecosystems: they pollinate the seeds and fruits that feed everything from songbirds to grizzly bears. Thus, conservation of pollinating insects is critically important to conserving both biodiversity and agriculture.

Evidence of honey bee and native bee decline

Little is known about the population status of most of the more than 3,600 species of native bees in the United States and Canada, especially across the entire range of individual species. However, what little information we do have suggests that many native species are experiencing population declines. A recent global analysis found that 40% of pollinator species may be at risk of extinction in the coming years (IPBES 2016). Also, an analysis of North America's bumble bees (*Bombus* spp.) conducted by the International Union for the Conservation of Nature (IUCN) Bumblebee Specialist Group indicates that 28% of bumble bees in Canada, the United States, and Mexico have experienced significant declines and may be at risk of extinction (Hatfield et al. 2015). These include several bumble bees that were formerly among our most common species. This analysis is corroborated by many recent studies that have documented bumble bee declines throughout North America (Colla & Packer 2008; Evans et al. 2008; Grixti et al. 2009; Colla & Ratti 2010; Cameron et al. 2011; Colla et al. 2012; Koch & Strange 2012; Bartomeus et al. 2013).

The ultimate cause of bumble bee and other native bee declines continues to be investigated, although many factors appear to be contributing. While land use change and habitat fragmentation are likely contributors to decreasing populations in some species (Williams et al. 2009; Potts et al. 2010), disease (Thorpe et al. 2003; Colla et al. 2006; Williams et al. 2009; Cameron et al. 2011; Koch & Strange 2012), pesticide use (Whitehorn et al. 2012; Desneux et al. 2007; Laycock et al. 2012, 2013; Fauser-Misslin et al. 2013; Baron et al. 2014; Feltham et al. 2014), and climate change (Williams et al. 2009; Kerr et al. 2015; Miller-Struttman et al. 2015) are all also likely significant

factors (Goulson et al. 2015).

Because of concerns about high annual honey bee losses and declines in native bee species, there has been a focus on development of national policies to support bee habitat. Most importantly, the 2008 and 2014 Farm Bills make pollinators a conservation priority for USDA agencies like the Natural Resources Conservation Service (NRCS) and Farm Service Agency (FSA). As a result, Farm Bill conservation programs are now providing farmers and ranchers with technical and financial assistance to create pollinator habitat on their lands. Because of the ongoing honey bee hive losses each winter and the challenges this poses to the beekeeping industry, the USDA also launched a special initiative in March 2014 specifically targeting \$3 million to plant honey bee forage in five Upper Midwest and Northern Plains states where 65% of honey bee hives are rested in the summer. Similar levels of targeted funding for honey bee habitat was set aside in the years that followed. Another challenge to the beekeeping industry has been the steady loss of land enrolled in the Conservation Reserve Program (CRP). Between 2007 and 2017, close to 12 million acres came out of CRP, much of it in the Upper Great Plains. This has led to a considerable loss of honey bee forage in key resting and honey production areas.

Overall, the increased focus on bee health reflects a growing awareness of the importance of pollinators, and a motivation by government agencies and the public to take action. While the Xerces Society applauds all efforts to conserve pollinators, there is a need to ensure that actions to help beekeepers also benefit, and do not negatively impact, North America's native pollinators.

Our increasingly complex, fragmented landscape makes public lands and natural areas an important resource for the conservation of native pollinator communities. These public lands and natural areas have served as refugia for native bees and other pollinators for decades. These same public lands also hold the potential to provide pesticide-free forage for honey bees. There are, however, inherent possible risks to populations of native bees presented by the large scale placement of honey bees on public lands and natural areas. As the conservation of native bees is paramount to ecosystem health, we need conservation measures that focuses on the drivers of pollinator declines and beyond the protection of a single, non-native, primarily agricultural species (Geldmann & González-Varo 2018). The purpose of this report is to provide a summary of the current research that addresses the real, or potential threats that managed honey bees pose to native bees and native plant communities, so that the managers of public lands and natural areas can be informed when deciding whether or not to allow managed honey bees access to these areas.

Do honey bees pose a risk to wild bees, plant communities, and other wildlife?

While honey bees are essential pollinators in our agricultural environment, their role in public lands and natural areas is less clear. Though research examining the effects of honey bees on wild bees and plant communities has conflicting results, there is evidence that, at least in some cases, honey bees can alter plant and native bee communities because of their foraging habits, relatively high level of pathogen loads, degree of resource (pollen and nectar) removal, and their interactions with native bees.

Competition with native bees

A single honey bee colony requires substantial resources to survive. Estimates of single hive consumption vary from 20–130 lbs/year for pollen and 45–330 lbs/year of honey—representing 120–900 lbs/year of nectar (Goulson 2003, and references therein). Depending on the environment and the density of honey bee hives in an area and the time of year, this could represent a substantial percentage of the resources available. Significantly, Cane and Tepedino (2016) estimate that a standard 40 hive apiary extracts the pollen equivalent of 4 million wild bees from the surrounding landscape in 3 months. The proportion of resources used by honey bees, as well as the effects of this resource depletion on the native bee community, are likely to vary by location, the time of year, the species involved, floral abundance and diversity, as well as climatic and other environmental conditions.

Recent research documents that under controlled conditions honey bees displace native bees from flowers, alter the suite of flowers that native bees were visit, and have a negative impact on native bee reproduction (Hudewenz and Klein 2015). There is also evidence that honey bees can potentially impact the native bee community by removing the available supplies of pollen and nectar (Anderson & Anderson 1989; Paton 1990, 1996; Wills et al. 1990;

Dafni & Shmida 1996; Horskins & Turner 1999), or by competitively excluding native bees, thus forcing them to switch to other, less abundant, and less rewarding plant species (Wratt 1968; Eickwort & Ginsberg 1980; Pleasants 1981; Ginsberg 1983; Paton 1993, 1996; Buchmann et al. 1996; Horskins & Turner 1999; Dupont et al. 2004; Thomson 2004; Walther-Hellwig et al. 2006; Tepedino et al. 2007; Roubik 2009; Shavit et al. 2009; Hudewenz & Klein 2013; Rogers et al. 2013; but see Butz Huryn 1997; Steffan-Dewenter & Tschardtke 2000; Minckley et al. 2003). Likewise, Cane and Tepedino (2016) found significant competitive pressures (a 15:1 ratio of honey bees to native bees on a plant attractive to bees) even 4 km from a large apiary (90 hives)—but none of these studies have addressed population level effects on native bees. The long-term implications of this shift in resource use are not entirely clear, although there is a growing body of research on bumble bees that demonstrates negative competitive effects of honey bees on bumble bees, including lower reproductive success, smaller body size, and changes in bumble bee foraging behavior—and most notably, a reduction in pollen gathering (Evans 2001; Goulson et al. 2002; Thomson 2004, 2006; Paini & Roberts 2005; Walther-Hellwig et al. 2006; Goulson & Sparrow 2009; Elbgami et al. 2014). A recent study in California documented a decline in two species of bumble bees over 15 years with an associated increase in honey bee densities, which intensified competition for floral resources, and forced bumble bees to shift to less abundant and less rewarding flowers (Thomson 2016).

Additional evidence shows that honey bees are regularly using, and depleting, the most abundant resources in the surrounding environment (Paton 1996; Mallick & Driessen 2009; Shavit et al. 2009), and that upon removal of honey bees, native bees exhibit signs of competitive release by returning to plants that were formerly used by honey bees (Pleasants 1981; Wenner & Thorp 1994; Thorp 1996; Thorp et al. 2000). A number of studies have shown more neutral effects (Steffan-Dewenter & Tschardtke 2000; Minckley et al. 2003; Forup & Memmott 2005; Hudewenz & Klein 2013). The effects on other species of native bees, such as ground-nesting solitary bees, have not been well documented due to the difficulty in studying their rates of reproduction.

In a recent review of the effects of managed bees on native bees Mallinger et al. (2017) found that the majority of studies concluded that managed bees (including honey bees) had negative effects on native bees through competition. This competitive pressure was greater when the managed bee species was outside of their native range (such as honey bees in North America). However, they also found that the majority of studies did not explore mechanisms nor explanatory variables and thus the majority of studies did not show causal or direct effects. They conclude that the existing evidence may warrant the use of the precautionary principle when considering the placement of managed bees, particularly in areas of conservation concern, but caution that more detailed studies are needed to assess the long-term effects of managed bees on ecosystems (Mallinger et al. 2017).

Disease transmission to native bees

The spillover of infectious disease from domesticated livestock to wildlife populations is one of the main sources of emerging infectious disease (Daszak et al. 2000; Fürst et al. 2014). While this phenomenon has not been well studied in invertebrates, there is recent evidence of the transmission of pathogens from commercial bumble bees to wild bumble bees (Colla et al. 2006; Otterstatter & Thomson 2008; Murray et al. 2013). Evidence has also emerged demonstrating that honey bees can transmit diseases to many different species of native bees, including bumble bees, when they interact at shared flowers (Singh et al. 2010; Fürst et al. 2014). Bumble bees placed close to honey bee hives were found to have an 18% higher prevalence of the parasite *Crithidia bombi* than bumble bees placed away from honey bees (Graystock et al. 2014). A number of RNA viruses that were formerly thought to be specific to honey bees have now been reported to infect bumble bees (Genersch et al. 2006; Morkeksi & Averill 2010; Singh et al. 2010; Meeus et al. 2011; Evison et al. 2012). The virulence of most of these RNA viruses in bumble bees has not yet been evaluated or demonstrated. However, in at least one study (Genersch et al. 2006) bumble bees infected with Deformed Wing Virus (DWV) developed malformed wings. Another recent study showed that DWV significantly reduced survivorship of bumble bees (Fürst et al. 2014). The same study (Fürst et al. 2014) showed that bumble bees with an overt inoculation of DWV produced non-viable offspring and had reduced longevity. In addition, while the primary disease implicated in recent bumble bee declines is the microsporidian *Nosema bombi*, bumble bees have recently been seen to harbor *Nosema ceranae*, a common disease of honey bees that can be particularly virulent to honey bee colonies, and has been implicated as a factor in Colony Collapse Disorder (Paxton 2010; Graystock et al. 2013; Fürst et al. 2014). *Nosema ceranae* has been detected in honey bees in Canada, and the United States (Williams et al. 2008), and more recently been detected in bumble bees in South America (Plischuk

et al. 2009). It is likely only a matter of time until this pathogen is detected in wild bumble bees in North America.

A review paper that looked at disease transmission between managed and wild bees concluded that the commercial use of pollinators is a key driver of emerging disease in wild pollinators, and that avoiding anthropogenic induced pathogen spillover is crucial to preventing disease emergence in native pollinators (Manley et al. 2015). To help mediate this potential, the authors suggest that it is crucial to prevent the introduction of diseased pollinators into natural environments (Manley et al. 2015). Another review paper looked at the global effect that managed pollinators (including commercial bumble bees and honey bees) are having on wild bees (Graystock et al. 2015a). Graystock et al. (2015a) documented three mechanisms for managed bees causing negative effects on wild bees: pathogen spillover, when transmission occurs from managed to wild pollinators; pathogen spillback, the transmission of pathogens from wild populations to managed pollinators, where the pathogen becomes more prevalent and then is further transferred back to other populations/areas; and facilitation, which makes wild bees more susceptible to disease because of stress due to competition. Graystock et al. (2015b) also documented that pathogen transmission occurs between bumble bees and honey bees at shared flowers, showing a clear mechanism and vector for infection. However, Mallinger et al. (2017) found that the majority of studies do not document direct or causal population-level effects from disease transmission. They also found that disease transmission was more significant when the managed bee was being used within its native range (e.g., commercial bumble bees in North America) (Mallinger et al. 2017). Given this information, and since small, fragmented, and declining populations are especially susceptible to infectious disease (Fürst et al. 2014), and disease is already implicated as a likely causal factor of some native bee declines in North America (Cameron et al. 2011), this emerging body of research suggests that caution should be exercised when considering the placement of managed bees of any species in habitat that supports vulnerable or declining native bee populations.

Risks to Native Plant Communities

Because more than 85% of all flowering plants depend upon an animal pollinator for reproduction (Ollerton et al. 2011), healthy pollinator populations are essential to the maintenance of plant communities. Since the early Cretaceous period, native plants and pollinators have been coexisting in a symbiotic relationship that is essential to ongoing biodiversity. Today, our public lands and natural areas serve as important refugia for the many native plant species that are otherwise threatened by habitat fragmentation (due to agricultural intensification and urban expansion), climate change, invasive species, and a host of other pressures.

Significantly, a study found that competitive pressures from managed honey bees (even within their native range) restructured the plant–pollinator network in natural areas adjacent to agricultural fields at a cost to native plant reproduction (Magrath et al. 2017). While one plant species benefitted from high densities of honey bees (likely due to a forced resource shift for native bees due to honey bees dominating their normal forage plants), another plant had reduced fecundity with increased honey bee visitation (either due to physiological or behavioral reasons that were not determined in the study) (Magrath et al. 2017). This study shows that not only are honey bees (particularly at high densities) exerting pressures on native bee populations, but that those pressures have real effects on the plant community, with the potential for long-term consequences by jeopardizing and/or enhancing, plant reproduction.

In addition to affecting plant reproduction, non-native pollinators are a potential threat to native plant populations as they sometimes preferentially forage on invasive plants (Thorp et al. 1994; Butz Huryn & Moller 1995; Morales & Aizen 2002; Hanley & Goulson 2003). There is evidence that, particularly for self-incompatible plants (see Butz Huryn & Moller 1995), honey bee visitation increases seed set, and may initiate an invasive mutualism between the two species (Barthell et al. 2001, 2005; Morales & Aizen 2002; Hanley & Goulson 2003; Goulson 2005). The risk of increasing the spread of invasive plant species by increasing the abundance of their key pollinators could cause significant economic and ecological damage to ecosystems (Goulson 2005), and at a significant cost to native plant populations (Brown et al. 2002).

Moreover, while honey bees are effective pollinators of the majority of plants that they visit (Butz Huryn 1997, and references therein), research from several regions of the world suggests that honey bees are only collecting pollen from 25–42% of plant species available in natural areas (Wills et al. 1990; Thorp et al. 1994, 2000; Buchmann 1996). Furthermore, approximately 15,000–20,000 species of flowering plants are more efficiently pollinated by a behavior known as buzz pollination (De Luca & Vallejo-Marin 2013), which is something that many native bee

species can do quite well, but that honey bees are incapable of performing. Thus, if an ecosystem were to become dominated by honey bees, with a concomitant decline in the abundance of native bees, many species of native plants may potentially be left under-pollinated.

In a recent review paper, Dohzono and Yokoyama (2010) looked at studies on the effects of introduced honey bees and bumble bees on native plant populations. They found that while these introduced bees are unlikely to affect the pollination system in bird pollinated plants, they can exhibit potential negative effects on native plant populations generally in the form of (1) decreased pollen transfer, (2) competition for resources and exclusion of native pollinators, and (3) changes in native pollinator visitation rates and efficiency. However, negative effects in most systems have not been quantified. So, while the mechanisms for the negative impacts of honey bees do exist, there are few studies that clearly document negative effects on plant populations due to pollen limitation. Therefore, while it is possible that the disruption of native pollinators by non-native bees disrupts plant populations, it is also possible that non-native bees may alter native pollinator populations (items 1–3 above) without having a net negative effect on plant populations (for more details see Dohzono & Yokoyama 2010). More research in this area is needed, but finding locations for comparative studies without non-native pollinators is an increasingly difficult challenge.

Based on best available research, honey bees can be described as good pollinators of some native plants. However, they cannot be considered effective pollinators of all native flora, and are not essential to the pollination of native plant populations (Wills et al. 1990; Thorp et al. 1994, 2000; Buchmann 1996; Butz Huryn 1997; De Luca & Vallejo-Marín 2013).

Risks to other wildlife

An additional concern is that black bears may try to get at honey in hives, and become more habituated to feeding on these hives. As bears are increasingly interfacing with humans, and as beekeepers seek high-quality forage for their apiaries, bear–honey bee conflicts are likely to increase (Caron & Bowman 2004). The economic effect of black bears on honey bee operations is significant (O'Brien & Marsh 1990). Less well understood are the effects of these depredation events on black bears. Electric fences have proven to be an effective measure to protect apiaries from bear depredation, and therefore bears from human–bear conflicts. Where bears pose a risk to apiaries, fences should be erected and maintained (Clark et al. 2005).

Conclusion

A diversity of pollinators is vital to ecosystems, and pollinators' contributions to biodiversity are well documented. As such, efforts to maintain a diverse suite of pollinators should be a priority for all public lands and natural areas. Honey bees, while not native to North America, play an essential role for pollination in agriculture. Conservation measures, particularly the creation of high-quality, insecticide-free foraging habitat in agricultural landscapes, are necessary for long-term honey bee health.

Public lands and natural areas are essential for our native pollinator and plant populations as they serve as important refugia from ongoing threats in more populated and manipulated landscapes. Evidence exists to suggest that through competition, disease transmission, and foraging habits (e.g., preference for invasive plant species) that honey bees have the potential to negatively affect native bee and plant populations in these habitats, particularly under certain environmental conditions and at high densities. The degree of these effects is variable, and certainly warrants further investigation. Yet, while some counter examples are available, the majority of studies show negative effects and the threats from these effects have the potential to alter native bee populations.

Because of the potential threats to our native pollinators, until additional evidence exists documenting that honey bees have a net neutral effect on our native biota, we urge land managers to consider these potential impacts and their relevance when making a decision about the placement of apiaries on public lands and natural areas. Importantly, land managers need to ensure that honey bee placement is consistent with existing legislation and with ongoing and future management priorities.

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As part of its commitment to the protection of species at risk, the Government of Canada proclaimed the Species at Risk Act (SARA) in 2003. SARA requires that a recovery strategy be developed for each species listed as Extirpated, Endangered, and Threatened to reduce known threats and to support recovery. This document highlights the key sections of the proposed Recovery Strategy for the Gypsy Cuckoo Bumble Bee in Canada.

Species Conservation Status

The Gypsy Cuckoo Bumble Bee (*Bombus bohemicus*) is listed as Endangered under SARA. Under provincial legislations, it is listed as Endangered in Ontario and Nova Scotia and is on the Red List in British Columbia.

Description

The Gypsy Cuckoo Bumble Bee is a medium-sized bumble bee, 17-18 mm in length. Females have a black head, a yellow band at the front of the thorax, and a black abdomen with a broad white or pale yellow tip (see photo). The abdomen is strongly curved and the entire body has a heavily armoured exoskeleton in order to protect themselves against attack by their host bees.

They are social parasites – the females take over nests of other bumble bees (hosts), lay eggs and induce the host worker bees to rear their offspring. They do not produce any workers of their own, only reproductive males and females.

Population and Distribution

In Canada, the Gypsy Cuckoo Bumble Bee has been recorded in every province and territory except Nunavut, but it has suffered severe declines and almost disappeared from much of its southeastern range. Since 2014, the species has been frequently recorded in the Yukon and Alberta, and has also been found twice in the Northwest Territories and in southern British Columbia.

Habitat Needs

The Gypsy Cuckoo Bumble Bee and their host bee species require suitable habitat for foraging, and use a wide range of habitats: open meadows, mixed farmlands, urban areas, boreal woodlands, taiga, montane meadows, and wetlands. Host nests are typically in abandoned underground rodent and rabbit burrows.

Threats to Species' Survival

The primary threats to the Gypsy Cuckoo Bumble Bee include:

- Decline of host bumble bee species
- The introduction and/or spread of pathogens from commercially-raised bumble bees and Honey Bees, and the accidental release of non-native bumble bees
- the off-label use of insecticides, herbicides and fungicides.
- climate change- Bumble bees are cool-adapted species and, as the climate warms, many species are declining

Population & Distribution Objective Critical Habitat

- Maintain a stable or increasing population of the Gypsy Cuckoo Bumble Bee within its current range
- Restore the Gypsy Cuckoo Bumble Bee within its former range in Canada through maintaining or increasing densities of host bumble bees through threat reduction

Broad Strategies & Approaches

The recovery strategy outlines broad strategies and general approaches to help meet recovery objectives, including stewardship, legal and policy frameworks, research and monitoring, and education. Each is summarized in depth in the recovery strategy. Below are some examples of the high priority approaches:

- More stringent management and disease testing of commercial bumble bee and honey bees.
- Strengthening of policies and regulations around pesticide use (insecticides, herbicides, and fungicides).
- Research on Gypsy Cuckoo Bumble Bee and host bumble bee interactions; and direct impact of threats to Gypsy Cuckoo Bumble Bees.
- Implementation of protocols and methods to inventory and monitor Gypsy Cuckoo Bumble Bees and hosts.
- Studies to address thresholds for altering physical critical habitat attributes.
- Conservation capacity development through hands-on coaching, technical assistance and training material development
- Increasing awareness

How You Can Help

- Learn more at <https://species-registry.canada.ca/index-en.html#/documents/268>;
- Practice voluntary stewardship activities and beneficial management practices, for example:
 - Work in cooperation with Environment and Climate Change Canada and/or local conservation groups to conserve critical habitat; and avoid activities that could harm the species, its hosts or their habitats.
 - Submit observation data to conservation data centres

Critical habitat (the habitat necessary for the survival and recovery of a listed wildlife species), is partially identified in the recovery strategy for the Gypsy Cuckoo Bumble Bee. Critical habitat is delineated as a 10 km radius around a site where the Gypsy Cuckoo Bumble Bee has been recorded since 2010 (blue dots on the above map). Critical habitat only occurs where the biophysical attributes listed below are found:

- host nest sites
- foraging resources such as the presence of suitable flowering plants during the active season
- acceptable pesticide levels.

For a full description of critical habitat, please refer to the proposed recovery strategy.

Activities Likely to Result in Destruction of Critical Habitat

The following are some of the activities listed in the recovery strategy:

- Not following national best practices in commercial bumble bee operations, resulting in release/escape of managed bumble bees.
- Application of pesticides not in accordance with Health Canada regulations and territorial best practices.
- Placing high densities of honey bees in or adjacent to critical habitat for the Gypsy Cuckoo Bumble Bee.

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Appendix H

Alberta Native Bee Council Briefing Note to the City of Red Deer Regarding the Responsible Pet Ownership Bylaw Review

Issue

This briefing note is intended to inform the City of Red Deer on the issue of urban beekeeping for consideration in the revision of the Responsible Pet Ownership bylaw review, specifically regarding honey bees. Research has shown that honey bees can negatively impact wild bees through disease transfer and competition for limited food. The Alberta Native Bee Council asks the City of Red Deer to utilize the precautionary principle and, at minimum, consider the potential impacts before permitting urban beekeeping within the limits of the City of Red Deer.

Background

Honey bees are a non-native, livestock species. Having been brought overseas from Europe by early settlers for pollination, honey and wax production, they have become a part of the American agricultural model. Because they are the only bees that produce honey in sufficient quantities to extract for human consumption, and their hives are portable, their value in commodity production & pollination is significant. A honey bee hive can contain >50,000 bees, can live for many years and is (should be) regularly inspected and managed for parasitism, disease prevention and over-crowding (the latter can lead to swarms)

There are over 370 wild bee species in Alberta (Canadian Endangered Species Conservation Council, 2020). Interestingly, there are almost twice as many wild bees in the province as there are mammals, fish, amphibian, and reptile species combined. Approximately 10% of our wild bees are bumble bees, which are familiar to most people. The remaining 90% are primarily solitary bees that nest in the ground, rotting wood, or stems of hollow plants. They tend to be small and are often mistaken for other insects. These native bees complete their life cycle in a single season and spend most of the year (especially winters) in dormant hibernation. A better understanding of the complex diversity and distribution of these wild bees in Alberta has been a goal for our organization, but the process of data collection takes time, and preliminary findings are alarming.

The General Status of Species in Canada reports that approximately one half of our wild bee species are secure or apparently secure. One quarter of Alberta's wild bee species are declining, imperiled or critically imperiled, and the remaining quarter are so data deficient that there isn't enough information to assign a conservation status ranking (Canadian Endangered Species Conservation Council, 2020). Further, there are four bumble bee species recognized federally either by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) or the Species at Risk Act (or both) and **one** of these species have been found to occur in the City of Red Deer. Additional competition for food resources could negatively impact these species, a conservation concern, and put the City of Red Deer's unique critical habitat at risk.

There is a lot of confusion among the general public and a lack of understanding between the difference between these two groups of bees (Colla & McIvor, 2017). This confusion sometimes leads to individuals taking up beekeeping to 'help save the bees' or conservation efforts

resources being focused on honey bees, which is inappropriate and potentially detrimental to wild bee conservation efforts. Because honey bees are a livestock species, there is (and will continue to be) federally and provincially-lead research into breeding, health, genetics, and the monitoring of hives to ensure adequate pollination and honey production. Wild bees, however, are equally important as pollinators (in some cases, they are *better* pollinators (MacInnis & Forrest, 2019)) however data gaps prevent adequate understanding of their status, health, abundance, and stability within our region.

In many cases, this confusion is an opportunity for honey bee businesses to take advantage of the public's inclination to good and help 'save the bees.' There is no argument that honey bees are important -they are- but they are not the only bees, nor are they the ones who are at risk of becoming endangered. Considering where the messaging leads, in terms of financial gain, the focus on honey bees becomes an important element of the conservation message.

Current Status:

Currently, urban beekeeping is not addressed in the City of Red Deer's bylaws and this activity has flourished in the absence of regulations. As a comparison, researchers estimate that urban beekeeping in the City of Calgary has increased by 900% over the past ten years (Roulston, personal communication 2019), and Red Deer is likely to be similar. This begs the question: are these increasing numbers of honey bees impacting native bee populations in the City of Red Deer?

Honey bees pose risks to wild bees through disease transfer. Researchers have consistently shown that honey bee diseases are more prevalent in wild bees in areas with honey bee colonies present (Graystock et al., 2014; Alger et al., 2019.). These diseases are spread when a honey bee visits a flower that an infected honey bee recently visited. There is also evidence that disease spread, and colony losses are higher among hobby beekeepers who may lack the education and/or experience necessary to maintain their colonies. Honey bee keeping requires some knowledge and experience in animal husbandry. It also takes time and money to do research, otherwise a poorly managed hive is more likely to harbor parasites (such as the *Varroa* mite) and/or swarm.

(When swarming happens, the colony splits and half of the bees leave. They will search for a new space which they think will suffice as a new colony site, which can sometimes be in the back of a neighbour's garage, and it then becomes a problem for the homeowner who needs to have a wall opened up to remove them.)

Honey bees can also compete for limited food with wild bees. Honey bees use the same food sources (i.e., pollen and nectar from flowers) as native bees (Goulson, 2003) and in natural settings, native populations tend to be limited by availability of resources (Roulston & Goodell, 2011). Large numbers of bees (e.g., a honey bee colony with >50,000 bees) are brought into a new area and can displace the local wild bees resulting in reduced fitness (Wojcik & Rourke, 2018) or even local extinction of the native bees (Portman et al., 2018). These impacts can be especially detrimental to smaller bodied bees, which have a more restricted foraging range (Greenwood, 2007).

In 2021, the Alberta Native Bee Council developed best management practices (BMPs) for honey bees for the conservation of wild bees in rural areas. While the data gathered and disseminated in these BMPs were targeted at agricultural producers in rural areas, the information acquired was valuable across all contexts where honey bees could be used in conjunction with wild (native) bees.

The first issue was to determine how much food is required by a honey bee colony. Because of extreme variations in landscapes, climates, and floral resource diversity, it's impossible to say for sure. In a season, it is reasonable for a honey bee hive to produce 100 pounds of honey for a keeper to harvest, which translates to roughly 400 pounds of nectar collected during the season (nectar contains much more water than finished honey does) (note: this is based on human consumption -it does not account for the honey consumed by the hive, itself). Experts also suggest that a honey bee colony collects 15-55 kg of pollen in a season.

Michigan State University (2019) determined that among 15 different crop species, the recommended number of honey bee hives required for pollination is 1.86 per acre. This means that just over half an acre of land that is covered entirely in flowering plants is required to support one honey bee hive. However, an average city lot is only roughly one fifth of an acre, which is not large enough to provide food for a colony. Because honey bees are not explicitly fed in cities (they wander the city and surrounding area to find it), there is no accountability to the keepers for feeding them.

A potential solution would be to encourage beekeepers to work with neighbours to increase flowering plant cover to make up the full amount needed to feed their bees. This has the benefit of making communication necessary and building relationships between beekeepers and neighbours, ensuring neighbours are on board and supportive of local beekeeping activities.

The Alberta Native Bee Council, and other independent researchers are working towards gathering, understanding, and sharing information about the diversity and status of wild bees in Alberta. We gladly participate with members of the public and municipalities in this endeavour. We recognize and appreciate the value of honey bee keeping as a part of Alberta's agricultural sector; however, we urge caution in urban areas as early data show they can be critical to ongoing wild bee population stability.

Key Considerations

- Honey bees are non-native livestock species that can spread diseases and compete for food with wild bees.
- There are over 370 wild bee species in Alberta and almost half are rare, poorly understood, and declining. Endangered bee species are known to occur in Red Deer and could potentially be negatively impacted by honey bees.
- Honey bees are free ranging, and unlike chickens, beekeepers are unable to keep them on their own property.

Conclusions and/or Recommendation

The Alberta Native Bee Council urges the City of Red Deer to utilize the precautionary principle and at minimum consider these impacts prior to permitting urban beekeeping within the city limits.

Our recommendation is to prohibit urban beekeeping, and instead focus on promoting and supporting native bees in this unique landscape until such a time as adequate research is completed to enable data-based decision-making regarding whether honey bees can be sustainably kept within city limits.

That said, should the City of Red Deer Council decide to allow urban beekeeping, we recommend the following:

1. The City of Red Deer determines the number and location of honey bee hives in Red Deer.
2. All beekeepers are required to take training to learn about honey bee diseases and pests, as well as demonstrate Registration with the Province, as required by the Bee Act.
3. All beekeepers demonstrate completion of a full beekeeping course (2 full days minimum) and committed mentorship by an experienced bee keeper.
4. All beekeepers are required to establish half an acre of flowering plants per hive within a 1 km radius of their honey bee hive to offset the resources required to feed their hives.

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Thoughts on keeping bees within the city of Red Deer:



Thank you for this opportunity to share some thoughts on keeping honeybees within the city of Red Deer. Urban beekeeping has seen huge growth over the past number of years throughout Canada and the U.S. This is mainly due to the environmental lobby using the honeybee industry in their efforts to ban the use of some pesticides. Out of this the "save the bees" initiative gained global attention. Since then many people believe they need to become beekeepers to help save the bees. This has also resulted in new business opportunities for people in the bee supply business and has been profitable because the people that get into beekeeping (but do not know what they are doing) are great repeat customers as their bees die on them every year but they do not know why.

Alberta has the largest beekeeping industry in Canada and is the third largest beekeeping district in North America. Around 300,000 hives managed mostly by some 180 commercial beekeepers. We produce approximately half of all the honey produced in Canada. Alberta beekeepers supply around 60-80,000 bees annually to the hybrid canola seed industry in southern Alberta which is responsible for producing canola seed for a large part of the north American commercial canola industry. As well, Alberta beekeepers also send bees to British Columbia to supply pollination services to the fruit industry in both the Okanagan as well as the lower mainland for blueberries.

Keeping bees is not as easy as people think. There are many pest and disease challenges that we as beekeepers need to manage and they are changing and how we manage them needs to change as well. Our biggest challenge in beekeeping for the last 20 years is the varroa mite. This is a mite which lives on the bee and reproduces in the brood. The mite damages the adult bee as well as the hatching brood but also is a vector for many viruses. We are currently facing resistance issues with our current treatment option to control the mite which was found to be the main reason for the huge losses the industry faced this past year. One of the diseases that brings the most risk to beekeeping is American Foul Brood. This disease seems to pop up often in bees that are not looked after properly but also when beekeeping equipment is left abandoned even with no bees living in the equipment at all. This disease spreads rapidly and the best solution is to burn the equipment.

Beekeeping in Alberta is regulated by the province through the Provincial Bee Act. Every person in the province who owns beekeeping equipment is supposed to register with the province even if they are not actively keeping bees. This is free and is a way for the province to be able to inspect and deal with disease control but the province struggles to be able to carry out the inspections and enforcement without an outbreak already taking place. The provincial apiculturist also sends out communications bringing awareness to current pest and disease situations and treatment recommendations. The Alberta Beekeepers Commission also offers some educational workshops through their Tech Transfer Team. The main things I tell people when they want to get into bees is to get educated and make sure they register with the province once they own bee equipment.

The landscape in Alberta and around the world has changed over the years. I believe this has resulted in reduced pollinator habitat and reduced floral diversity which not only affects the honeybees but all pollinators. Part of this may be due to climate change but part of it is also due to how we manage things. The removal of shelter belts and hedge rows in fields, the spraying of roadsides and oil leases and the general public's need for pest free living with manicured lawns. All of these things affect pollinators. As



the province with the largest beekeeping industry in Canada why are we not leaders in the development of pollinator habitat? I believe this can be one of the biggest challenges for urban beekeeping. At certain times of the year, we simply do not have the floral sources available to sustain bees. It requires a lot of flowers to keep a hive alive as each hive will contain around 60-80,000 bees at peak in the summer. If the bees run out of space they will swarm. This may also result in some challenges in urban areas. I believe there are some great opportunities for industry as well as all levels of government to look at how to improve pollinator habitat and bring back the pollinators that we used to have. Some recent studies have shown that managed bees displace the native pollinators. I would challenge this and would ask that some analysis is done on how the landscape has changed. There has been some initiatives underway in the U.S. to increase and develop pollinator habitat and the results have been very encouraging.

One of my fears as a commercial beekeeper is down the road we will have a bunch of abandoned and diseased bee equipment laying around both urban and rural areas which will spread to commercial beekeepers in those areas. We saw this in the 1990's as there was a huge shift in the industry in the late 80's which forced many beekeepers out of the business and abandoned equipment. I would hate to see this happen again.

At the end of the day, we know people are keeping bees in cities. I believe people will do this regardless of bylaws and policies so it is probably best to find ways to work with them however there likely needs to be a cap on how many hives in a given area otherwise there will be angry neighbors and likely swarms and other issues. I believe it needs to be free for people to be authorized by the city otherwise people will do it without authorization for as long as they can get away with it. If the city goes down this road it would be good to make some educational recommendations. Perhaps proof of provincial registration in order to get authorization from the city.

If could continue on but I will leave it at that. If I can be of assistance through this process or if you have any questions, let me know and I will try to answer or send you in the direction to somebody who can.

Thank you,

Kevin Nixon

President

Nixon Honey Farm

Red Deer County, AB

Decline in wild bee species richness associated with honey bee (*Apis mellifera* L.) abundance in an urban ecosystem

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ABSTRACT

The spatial heterogeneity of urban landscapes and relatively low agrochemical use and species-rich floral communities often support a surprising diversity of wild bees in cities. However, the management of Western honey bees (*Apis mellifera* L.) in urban areas may represent a new threat to wild bee communities. Urban beekeeping is commonly perceived as an environmentally friendly practice or a way to support a declining pollinator, but high-density beekeeping operations may actually have a negative influence on native and wild bee populations through resource competition and pathogen transmission. On the Island of Montréal, Canada, there has been a particularly large increase in beekeeping across the city. Over the course of a large bee diversity survey ending in 2013, there was an influx of almost 100,000 honey bee colonies to the city. In this study, we examined the wild bee diversity and floral resources across a gradient of honey bee abundances in urban areas in 2020 and compared the bee communities at the same sites before and after the large influx of honey bees. Overall, we found a negative relationship between honey beekeeping, pollen availability, and wild bee species richness. We also found that honey bee abundance had the strongest negative effect on small (inter-tetragonal) wild bee species richness. Small bee species may be at higher risk in areas with high honey bee populations as their limited foraging range may reduce their access to floral resources in times of increased competition. Further research on the influence of urban beekeeping on native and wild pollinators, coupled with evidence-based beekeeping regulations, is essential to ensure cities contain sufficient resources to support wild bee diversity alongside managed honey bees.

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INTRODUCTION

Amidst growing concerns around pollinator declines, cities are increasingly being recognized as a potential refuge for wild bee species (Hall et al., 2017). Although wild bee declines are largely driven by human land use changes, including urbanization (LeBeyec et al., 2021), cities can harbor a surprising diversity of pollinators when compared to agricultural or rural systems (Kaluza et al., 2016; Hall et al., 2017; Banaszak et al., 2018). The heterogeneity of the urban landscape, the diversity of greenspaces,

Wild Pollinators Enhance Fruit Set of Crops Regardless of Honey Bee Abundance

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The diversity and abundance of wild insect pollinators have declined in many agricultural landscapes worldwide. Whether such declines reduce crop yields, or are mitigated by managed pollinators such as honey bees, is unclear. We found universally positive associations of fruit set with flower visitation by wild insects in 41 crop systems worldwide. In contrast, fruit set increased significantly by honey bees in only 14% of the systems surveyed. Overall, wild insects pollinated crops more effectively; an increase in wild insect visitation enhanced fruit set by twice as much as a broad range of increase in honey bee visitation. Visitation by wild insects and honey bees promoted crop yield independently, so pollination by managed honey bees supplemented, rather than replaced, pollination by wild insects. Our results suggest that new practices for integrated crop management of wild insect and honey bee visitation both honey bees and diverse wild insect assemblages will enhance global crop yields.

Human persistence depends on many natural processes termed ecosystem services which are usually not accounted for in market valuation. The global degradation of such services can undermine the ability of agriculture to meet the demands of the increasingly affluent, human population. Pollination of crop flowers by wild insects is one such vulnerable ecosystem service (3). The abundance and diversity of these insects are declining in many agricultural landscapes (4). Globally, yields of insect-pollinated crops may increase by contributing to pollination through the addition of honey bees (*Apis mellifera*) (5). The global degradation of such services can undermine the ability of agriculture to meet the demands of the increasingly affluent, human population. Pollination of crop flowers by wild insects is one such vulnerable ecosystem service (3). The abundance and diversity of these insects are declining in many agricultural landscapes (4). Globally, yields of insect-pollinated crops may increase by contributing to pollination through the addition of honey bees (*Apis mellifera*) (5). The global degradation of such services can undermine the ability of agriculture to meet the demands of the increasingly affluent, human population. Pollination of crop flowers by wild insects is one such vulnerable ecosystem service (3). The abundance and diversity of these insects are declining in many agricultural landscapes (4). Globally, yields of insect-pollinated crops may increase by contributing to pollination through the addition of honey bees (*Apis mellifera*) (5).

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Item No. 4.2.

wide array of animal-pollinated annual and perennial fruit, seed, nut, and stimulant crops; predominantly wind-pollinated crops were considered (53 and table S1). The sampled fields were subject to a diversity of agricultural practices, including extensive monoculture and smaller diversified systems (Fig. S1), fields stocked with low to high density of honey bees (Fig. 1 and table S2), and fields with low to high abundance and diversity of wild insects (fig. S3 and table S2). For each field, we measured flower visitation per unit of time (visitation rate) for each species from which we estimated species richness and diversity (23). We quantified pollen deposition for 14 systems as the number of pollen grains deposited on stigma, and fruit set (fig. S1) for 32 systems. The percentage of flowers setting mature seeds (fruit set) were measured as the coefficient of variation (CV) over samples or days within each field (10). Data provided by fields within systems were analyzed with general linear mixed-effects models that included crop system as a random effect and wild insect visitation, honey bee visitation, and their interactions as fixed effects. Best-fitting models were selected on the basis of the Akaike information criterion (AIC) (23).

In agreement with the first prediction, visitation rate decreased with wild insect visitation but varied independently of honey bee visitation (fig. S5). Pollinator visitation affected fruit set less than did pollen deposition on stigmas (table S4, model P), which suggests that visitation significantly increased pollen deposition (table S4, model P). This is in agreement with the first prediction (i.e., confidence intervals for individual regression coefficients did not include zero) of pollen tubes by wild insects in 7 of 10 crop systems, and wild insect visitation (11, 24), and so

Correspondingly, visitation quality, part of which is the ratio of visitation quality to visitation rate, greatly exceeded that for wild insects (Fig. 2A); this finding indicates that wild insects provide better-quality pollination such as greater cross-pollination (14, 16, 17, 19). These results occurred regardless of crop system (Fig. 2B), which crop systems were selected (fig. S7) and sample size (fig. S8), the relative frequency of visitation by wild insects as with visitation by honey bees in the pollinator assemblage (do not differ simply because of crop species or whether the crop species are native or exotic (fig. 59). Poor-quality pollination could arise if foraging behavior on focal resources typical of honey bees (16, 17) causes pollen transfer between flowers of the same plant individual or the same field (10), thereby limiting cross-pollination and increasing the incidence of self-pollination and inbreeding depression (10). The difference in coefficients between wild and honey bee visitation, however, were not significant (fig. S6) and comparable to those of wild insects and honey bees (table S4, model P). The third prediction was also not supported. Fruit set consistently increased with visitation by wild insects, even where honey bees were present frequently (i.e., no statistical interaction; Fig. 2C). In particular, the best-fitting model for fruit set included additive effects of visitation by both wild insects and honey bees (table S4, model P), which suggests that visitation by honey bees supplemented visitation by wild insects but cannot replace it. Overall, visitations by wild insects and honey bees were not related among fields (fig. S10), providing no evidence either

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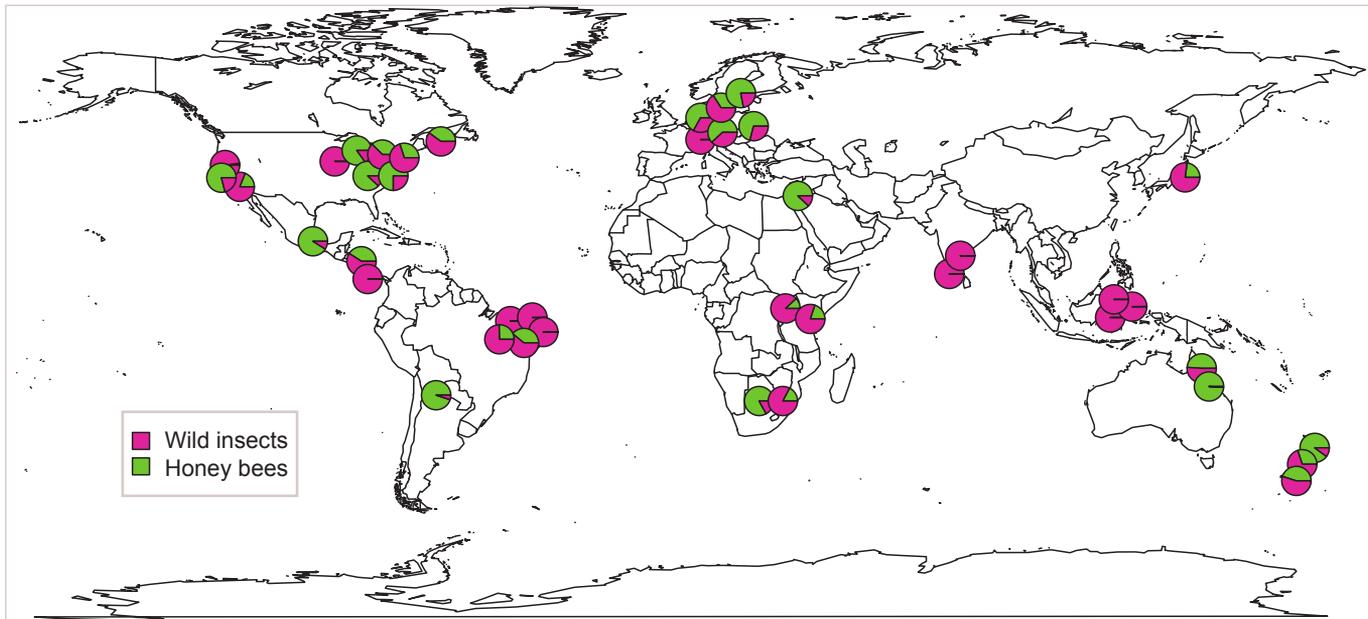


Fig. 1. Relative visitation by honey bees and wild insects to flowers of 41 crop systems. Honey bees occur as domesticated colonies or transportable hives worldwide, as a native species in Europe (rarely) and Africa, or as feral populations in all other continents.

comparisons of methods for maintaining diverse wild insects for crop pollination are less developed and research on such pollination services is more recent (3, 16, 17, 20, 26, 27) (table S1). Although honey bees are generally viewed as a substitute for wild pollinators (4, 5), our results show that they neither maximize yield nor fully replace the contributions of diverse wild insect assemblages to fruit set for a broad range of crops and agricultural practices on croplands with farmland. These conclusions for crops stocked routinely with high densities of honey bees for pollination, such as almond, blueberry, and watermelon (Fig. 2 and table S2). Dependence on a single species for crop pollination also carries the risks associated with predator, parasite, and pathogen development (4, 26, 28).

Our results support integrated management policies (29) that include pollination by wild insects as ecosystem service providers, along with managed species—such as honeybees (Bombus spp.) and mason bees (Osmia spp.) and stingless bees (Meliponini)—as agricultural inputs, if they are not invasive species. Such policies include conservation or restoration of natural or seminatural areas within croplands, promotion of land-use heterogeneity (patchiness), and consideration of diverse floral and nesting resources, and consideration of pollinator safety as it relates to pesticide application (3, 17, 20, 27). Some of these recommendations are detailed in our

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Supplementary Materials
www.sciencemag.org/cgi/content/full/science.1230200/DC1
Materials and Methods
Supplementary Text
Figs S1 to S13
Tables S1 to S5
References (31–79)
Database S1

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Plant-Pollinator Interactions over 120 Years: Loss of Species, Co-Occurrence, and Function

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Using historic data sets, we quantified the degree to which global over 120 years disrupted plant-pollinator interactions in a temperate forest understory community in the USA. We found degradation of interaction network structure and function and extirpation of 50% of bee species. Network changes can be attributed to shifts in forb and bee phenologies, resulting in temporal mismatches, random species extinctions, loss of spatial co-occurrences between extant species in modified landscapes. Quantity and quality of pollination services have declined throughout the historic network showed flexibility in response to disturbance, however, our data suggest that networks are resilient to future changes in

By using an extensive and unique data set, we were able to examine changes in plant-pollinator network structure and phenologies of forbs and bees across more than a century of anthropogenic change.

In the late 1800s, Charles Robertson meticulously collected and categorized insect visits to plants, as well as plant and insect phenologies, in natural habitats near Carlinville, Illinois, USA (12–14). Over the next century, this region experienced severe habitat loss, including conversion of most forests and prairies to agriculture and moderate climatic warming of 2°C in the spring. In 2009 and 2010, we revisited the area studied by Robertson and re-collected insects to determine phenologies and structure of this network—26 spring-blooming forest understory forbs and 109 pollinating bees (15). Hence, we could quantify changes in network structure, albee diversity, phenologies of forbs and bees. Further analyses and a null model determined the degree to which changes in network structure and bee diversity were attributed to species' traits, phenological mismatches, and land-use factors that spatially separate interacting species. To examine shifts in the quantity of pollination services, we used a second historical network from Carlinville collected in the early 1970s (16), examining the diversity and phenologies for rate of bees to the most important species in this network (*Claytonia virginica*)

Almost 90% of flowering plant species, including many important species (3). Alternatively, the overall structure of plant-pollinator networks might be robust to perturbations because of a high degree of redundancy in interactions (4). Several authors have speculated that changes in biodiversity (5) and phenology (6, 8) might translate into changes in the structure and stability (11) of complex interaction networks. However, there has been a lack of historical data on pollinator networks and phenologies for both plants and insects in the same community

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ERRATUM

Erratum for the Report: “Wild Pollinators Enhance Fruit Set of Crops Regardless of Honey Bee Abundance” by L. A. Garibaldi, I. Steffan-Dewenter, R. Winfree, M. A. Aizen, R. Bommarco, S. A. Cunningham, C. Kremen, L. G. Carvalheiro, L. D. Harder, O. Afik, I. Bartomeus, F. Benjamin, V. Boreux, D. Cariveau, N. P. Chacoff, J. H. Dudenhöffer, B. M. Freitas, J. Ghazoul, S. Greenleaf, J. Hipólito, A. Holzschuh, B. Howlett, R. Isaacs, S. K. Javorek, C. M. Kennedy, K. M. Krewenka, S. Krishnan, Y. Mandelik, M. M. Mayfield, I. Motzke, T. Munyuli, B. A. Nault, M. Otieno, J. Petersen, G. Pisanty, S. G. Potts, R. Rader, T. H. Ricketts, M. Rundlöf, C. L. Seymour, C. Schüepp, H. Szentgyörgyi, H. Taki, T. Tschardtke, C. H. Vergara, B. F. Viana, T. C. Wanger, C. Westphal, N. Williams, A. M. Klein

In the Report “Wild Pollinators Enhance Fruit Set of Crops Regardless of Honey Bee Abundance,” it is possible that some pollinator species were misidentified in lowland coffee, Uganda, one of the 41 studies included in the synthesis. This potential misidentification does not invalidate the analyses, conclusions, or the wider implications of the study. The results are not sensitive to which of the 41 studies are included, because the authors performed several analyses with different subsets of studies, and they all showed similar results. Furthermore, the mixed-effect models allow for individual variation in trends for each study. The results of these analyses depend on the consistency of patterns across all of the 41 studies sampled in 600 fields and are not influenced to any large extent by a particular pattern occurring in just one study. The main analysis compared the flower visitation rate of honey bees versus all wild insect species combined. This analysis should be largely insensitive to identification concerns because honey bees were readily separable from other species in all studies. Indeed, the analyses performed in the synthesis do not make use of the species names of the wild insects (see database S1).

Science

Wild Pollinators Enhance Fruit Set of Crops Regardless of Honey Bee Abundance

Lucas A. Garibaldi, Ingolf Steffan-Dewenter, Rachael Winfree, Marcelo A. Aizen, Riccardo Bommarco, Saul A. Cunningham, Claire Kremen, Luísa G. Carvalheiro, Lawrence D. Harder, Ohad Afik, Ignasi Bartomeus, Faye Benjamin, Virginie Boreux, Daniel Cariveau, Natacha P. Chacoff, Jan H. Dudenhöffer, Breno M. Freitas, Jaboury Ghazoul, Sarah Greenleaf, Juliana Hipólito, Andrea Holzschuh, Brad Howlett, Rufus Isaacs, Steven K. Javorek, Christina M. Kennedy, Kristin M. Krewenka, Smitha Krishnan, Yael Mandelik, Margaret M. Mayfield, Iris Motzke, Theodore Munyuli, Brian A. Nault, Mark Otieno, Jessica Petersen, Gideon Pisanty, Simon G. Potts, Romina Rader, Taylor H. Ricketts, Maj Rundlöf, Colleen L. Seymour, Christof Schüepp, Hajnalka Szentgyörgyi, Hisatomo Taki, Teja Tschardt, Carlos H. Vergara, Blandina F. Viana, Thomas C. Wanger, Catrin Westphal, Neal Williams and Alexandra M. Klein

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Honeybees Can't Do It Alone

The majority of food crops require pollination to set fruit with the honeybee providing a pollination workhorse, with both feral and managed populations an integral component of crop management (see the Perspective by **Tylianakis** published online 28 February). **Garibaldi *et al.*** (p. 1608, published online 28 February) now show that wild pollinators are also a vital part of our crop systems. In more than 40 important crops grown worldwide, wild pollinators improved pollination efficiency, increasing fruit set by twice that facilitated by honeybees. **Burkle *et al.*** (p. 1611, published online 28 February) took advantage of one of the most thorough and oldest data sets available on plant-pollinator interaction networks and recollected data on plant-pollinator interactions after more than 120 years of climate change and landscape alteration. The historical data set consists of observations collected by Charles Robertson near Carlinville, Illinois (USA), in the late 1800s on the phenology of plants and their pollinating insects, as well as information about which plants and pollinators interacted with one another. Many sites were revisited in the early 1970s and in 2009 and 2010 to collect similar plant-pollinator data. Pollinator function has declined through time, with bees showing lower visitation rates and lower fidelity to individual plant species.

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Appendix L: Aggressive Dog Data

Year	# of Aggressive Dog Files	% increase/Decrease over previous year
2013	1	n/a
2014	2	100%
2015	2	0
2016	0	-200%
2017	0	0
2018	1	100%
2019	0	-100%
2020	2	200%
2021	1	-50%
2022	4	300%

Appendix M

Animal Bylaw Issues & Suggestions Syno

Issues - Summary

Cats Roaming (268 mentions)
Dogs Roaming Off-Leash (107 mentions)
Dog feces (93 mentions)
Dogs Barking (60 mentions)
Want to have Chickens (31 mentions)
Aggressive Dogs (26 mentions)
Costs and Process for Licensing (23 mentions)
Too Many Pets in Household (19 mentions)
Want More/ Better Off-Leash Areas (18 mentions)
Don't Want Livestock in City (17 mentions)
Lack of Spay/ Neuter Programs/ Incentives (13 mentions)
More People Want Bees (9 mentions)
Skunks Causing Problems (7 mentions)

Suggestions - Summary

Increased Enforcement of Bylaws (180 mentions)
Implement Cat Licensing (63 mentions)
Enhanced Public Education (38 mentions)
Provide More Cat/ Skunk Trapping (29 mentions)

Issues

Cats Roaming (268 mentions)

Community members are concerned about the large amount of cats that are roaming free in the City. Concerns include property damage (dug up flower beds, and scratched fences and vehicles), predatory behavior to wild birds, aggravation for pets that are kept within household or property limits, unwanted feces and odor from spraying, and the health risks from exposure to cat feces.

"I cannot believe cats are allowed at large. I can't open my door and let my dog run around the neighborhood in everyone else's yard, why can all the cat owners? They even run across streets causing vehicles to take evasive action in residential areas. Keep cats indoors or leashed. The same rules need to apply to dogs and cats."

To consider:

- Focus groups also see cats roaming as an issue and would like to bring in a cat licensing program. Participants were concerned that there is no way to return wandering cats to owners.
- Idea wall had a large focus on the disparity between dog and cat rules and feel cats should be licensed and controlled in the same way

Appendix M

Dogs Roaming Off-leash (107 mentions)

Community members are concerned about dogs being walked off-leash or roaming free because frequently the owners do not have adequate control over the dog, which can result in rambunctious or aggressive behavior toward people and /or other pets.

"My only concern is the number of dog owners who walk their dog off leash, particularly on the natural trails in the city park system. I have been jumped on, snarled at, and on one occasion knocked over by a dog. Bylaw officers tell me I should ask the owners to put their dog on a leash and I would except I am likely to get an aggressive response. The city needs to do more to enforce its bylaws. This is not an education issue, people know very well their dog is supposed to be on a leash."

Dog Feces (93 mentions)

Community members are frustrated with dog feces left both in off leash parks and in the community at large.

"... People with big dogs very seldom pick up. Makes me angry."
"PEOPLE NOT PICKING UP POOP IN NEIGHBORHOODS, INCLUDING ALLEYS, AND DOG PARKS!"

Dogs Barking (60 mentions)

City residents are feeling frustrated by the inability to enjoy peace and quiet in their homes and yards and have harmonious relationships with their neighbours, owing to excessively noisy dogs. They report that the current system for having bylaw / animal control deal with this issue is highly onerous and inefficient.

"I'd like bylaw to deal with constantly barking dogs without telling me to try speaking to my neighbors first. I don't need property damage in retaliation."

"Three houses on the adjacent street have loud barking dogs that are continually neglected and locked on the back deck barking and crying for several hours each day, spread out through multiple intervals at all hours. I called bylaw, and they have already been issued warnings, but cannot be issued tickets unless I am willing to testify and provide a 2 week barking log. I am not willing to have my name broadcast to these people when they fight the ticket, as it puts me and my family at risk of retaliation... They should be able to be issued fines based on video submission or officer observance. It is unreasonable that they can cause this amount of ruckus without any follow up."

Want to Have Chickens (31 mentions)

Red Deerians are largely in favor of being able to raise chickens on their properties and would like to see the ability to do so enhanced, so that more families could attain permits and benefit from this activity.

"The wait times and the amount of permits given for keeping chickens within city limits is a problem. I like the current limits, I believe it's 4 chickens and no roosters. But the fact that it takes years to get a license simply because Red Deer doesn't

Appendix M

want to hand out too many licenses is outdated. More people are wanting to start owning chickens within city limits, let's make this happen."

"I feel it is not working well the way the chicken permits are structured. It is not fair that anybody is allowed to own as many cats and dogs as they want and chickens without a rooster are very quiet, much quieter than dogs, and only 100 residents in all of red deer are allowed chickens."

To Consider:

- Focus group participants report there are no inspections for chickens, and that citizens need better understanding of the chicken bylaw.
- Chicken license is not transferable to new location
- There is no neighbor consultation when issuing chicken licenses

Aggressive Dogs (26 mentions)

Citizens are concerned that aggressive breeds / dangerous dogs can and have seriously injured or traumatized people and pets and that not enough is being done to prevent this from happening.

"Dog owners with fence charging dogs should have to make a buffer zone with a fence of their own so neighbours can use their own yard without fear of aggressive dog jumping fence and attacking."

"Warnings for aggressive dogs should cease! No get out of jail free card. It's not the dogs, it's the owners. The dog bylaw should include "dogs chasing animals from or within the chased animal's yard, will be the dog owner's responsibility". Owners should be responsible for vet bills to the chased animal or damage to property that may occur as a result of an animal being chased."

To consider:

- Focus group participants feel that the aggressive dog protocols are working well, and that the bylaw has a good process for investigation and enforcement for aggressive dogs.

Cost and Process for Animal Licenses (23 mentions)

The majority of pet owners are in favor of licensing both cats and dogs; however, they would like to see the process streamlined. Making the application available online has been beneficial, but they believe that the fees, which are higher than nearby municipalities, may be reduced, along with other adjustments.

"Fees to register pets have continued to rise yearly with no obvious reason why, with the introduction to permanent registration tags the actual cost to register pets has dropped, but the yearly cost to do so has continued to rise."

"I would prefer not to pay a yearly dog license fee, as I am not sure what it is for, and I believe that it would be a disincentive toward people making sure that their dogs were licensed, which I would say would be a civic good."

Appendix M

"Applying online to register a dog privately adopted requires you to back pay according to the dogs birthday. Nobody wants to pay for years that you didn't even own the dog."

"Would like to see automatic auto renewal options."

Too Many Pets in Some Households (19 mentions)

A number of community members have concerns around animal welfare and think that it may be beneficial to have smaller limits on the number of pets allowed per household, unless a special kennel / breeder license is acquired.

"I'm most concerned about hoarding of animals"

"A house here has 6 dogs. Only 2 are allowed. Animal control says they can't do anything."

To consider:

- Focus group participants would like to see controls on the number of cats in one residence.

Want More / Better Off-leash Areas (18 mentions)

Red Deerians love having off-leash dog parks. However, they would like to see additional, small parks in neighbourhoods to allow for training and less crowding and they are also requesting enhanced safety features such as gates and fencing.

"I don't think we have enough off-leash parks or even just fenced training areas for dog owners."

"The dog parks require closures on the fences for safety of the people and animals - specifically, the oxbows dog park has NO gates to keep dogs in or coyotes out. MAJOR safety CONCERN. The benefit of enclosed fences/gates outweigh the risk of having a "high touch/contact point on the gates".

Don't Want Farm Animals in City (17 mentions)

Some community members are concerned about having "farm" animals (pigs, goats, sheep, fowl, etc.) in the City. Their concerns include noise, odor, attraction of predators, and health / hygiene issues.

"I don't believe chickens should be keep in the city. I have a neighbor that had them, when the wind blew in my direction I could not sit on my deck."

"I do not believe that chickens or bees should be permitted in town. They do not belong in an urban environment."

To consider:

- There is currently no definition for livestock and violations for livestock, and one is needed.

Appendix M

Lack of Spay / Neuter Program / Incentives (13 mentions)

There are residents who feel that there are too many cats and dogs not being cared for and that increased access to and affordability of spay/neuter clinics would be beneficial.

“too many pets not spayed or neutered, there should be a low cost program for people to access.”

“Trap Neuter and Release (TNR) program for feral cats should be financially supported or subsidized by the CORD. Cats control rodent population which is much more friendly, environmentally and economically for Red Deer citizens.”

To consider:

- Focus group participants report that the spay and neuter program is going well

More People Want Bees (9 mentions)

Some City residents have expressed a desire to keep bees within City limits. They see this endeavor as being an environmental benefit.

“More people should be able to have bee hives.”

Skunks Causing Problems (7 mentions)

Citizens are expressing concern about the numbers of skunks in various neighbourhoods and the shortage of means to deal with them and their nuisance activities.

“Red Deer needs to deal with the skunk problem in Mustang Acres and Glendale, as it’s crazy.”

“No skunk protocols, bylaw won't even supply trap or help get rid of them”

SUGGESTIONS

Increased Enforcement of Bylaws (180 mentions)

Overwhelmingly, community members want to see pet owners complying with the laws around off-leash animals, animal feces, and barking, etc. Despite the additional expense, most stated the need for more animal control patrols, hours of service, number of staff, etc.

“I would issue a press release stating there will be an animal control blitz for 6 months coming up this April stating by law will be tripled in size and doing regular rounds in public spaces asking for proper tags leashes etc. and issuing written warnings and or fines - this means after dark as well when the cats are let out - maybe students going in for law enforcement?”

“More animal control officers. Better hours so they can answer calls on weekends.”

To consider:

- Focus group participants note that fines are too high, leading to people going to court instead of paying. The timelines are also so short that they lead to more court time. This includes the running at large fine for dogs.

Appendix M

Implement Cat Licensing (63 mentions)

Red Deerians strongly voiced their support for licensing of cats. This was largely a matter of equity, with dogs already requiring licenses and also a possible means for reducing roaming and feral cats.

“Implement mandatory licenses for cats, will help pay for animal control costs.”

“Cats to be licensed the same as dogs.”

To consider:

- The cat bylaw was created in 1996 and there is very little compliance. The fines should be consistent with dog fines.
- Cat licensing should include tags/microchip/tattoo for tracking
- *For more cat bylaw and licensing considerations, please see focus group feedback*

Enhanced Public Education (38 mentions)

Many residents believe that a campaign and other educational tools aimed at raising public awareness of the animal bylaws and responsibilities of pet ownership would support the efforts of bylaw officers.

“An education program involving signs, mailouts and notices on city bills etc. asking for common courtesy and some effort.”

“I think 50% people are just disrespectful, the other 50% probably don't know what the rules are... those ignorant of the rules need to be educated. I guess we should initially treat everyone like they don't have a clue.”

To consider:

- Focus group participants feel that citizens lack understanding on what services should be expected, public lacks clarity on existing bylaws and what responsibility the City has.

Provide More Cat / Skunk Trapping (29 mentions)

Citizens would like to see animal control services have more involvement in the capture and removal of feral and roaming cats and skunks or have more knowledge of and access to acquiring and using capture mechanisms themselves.

“Additional training for capture options of domestic pets”

“Maybe cat traps could be borrowed when there is this issue and the owners have to pay a fine to go pick them up. As long as all owners are aware that this is going on and then they might keep their cats inside their homes or on a leash.”

Allow More Chicken Permits (20 mentions)

A number of survey respondents indicated that they are in favor of allowing more residences to raise chickens. This could be an increased cap on permits allowed or the removal of the cap all together.

“I think that in increasing the amount of chicken permits wouldn't have a negative effect on anything in Red Deer, as the laws of how to keep chickens is pretty strict and are sufficient enough to make sure there aren't any negative effect from keeping chickens in a backyard.”

Appendix M

To Consider:

- On idea wall, suggest to consider yard size and airflow for chicken locations
- Focus group participants report there are no inspections for chickens, and that citizens need better understanding of the chicken bylaw.
- Chicken license is not transferable to new location
- There is no neighbor consultation when issuing chicken licenses
- Development permits for chicken license could include a 100m neighborhood consultation and consider chicken flock number or ID
- *See focus group notes for more discussion on chicken bylaw considerations*

Implement Spay / Neuter Program (19 mentions)

Incentivizing a spay / neuter program was proposed by many community members as a possible solution to reducing the population of unwanted / uncared for pets in the City of Red Deer and as a means for reducing the fees that pet owners must pay to register / license pets.

“Residents who own cats may be unable to spay and neuter them. Money could be a problem. Providing financial aid.”

“Spaying/neutering pets....unspayed/unneutered animals cost more to license (at least double that of spayed/neutered animals). If a person spays/neuter their pets...only have to license once for the life of the animal.”

To consider:

- Focus group participants support a low income spay and neuter program.

Provide More / Better Garbage Receptacles and Poop Bags (15 mentions)

As a means for helping to address the issue of excessive dog feces in public spaces, several recommendations for additional waste receptacles and containers with “pick-up” bags were received by citizens who participated in the survey. Additionally, suggestions for options to compost the excrement rather than place it in the waste stream were made.

“More garbage bins and regular removal of litter that is often overflowing.”

“More garbage cans or bag dispensers like the ones on the college grounds would be great.”

“Provide compostable bags in place of the “recyclable bags”, with a separate compost bin along with trash bins to ensure bags are composted appropriately.”

Additional Feedback

Additional Focus Group Discussion Points

- Voluntary licensing compliance is low and we need to look at ways to increase compliance.
- Renewal costs the same as a tag, so people apply for a new account rather than renewing (one survey participant suggested auto renewal online)
- Mid year licensing costs the same as the entire year.

Appendix M

- (from survey) licensing an adopted dog forces and individual to back pay over a period they were not the dog's owner
- Would like to consider a municipal welfare officer
- *See focus group feedback for more considerations of dog bylaw*

Additional Idea Wall Discussion Points

- Microchipping leads to decreased rate for dog license, allows permanent license
- Frustration with wait list to pick up stray animals in extreme weather
- Interest in ducks, goats, and foxes
- Special or breeders license for houses that want more than 3 dogs
- Consider a smaller fee for puppies who are too young to be spayed or neutered, so the cost of intact licensing doesn't drive owners away from licensing at all
- Urban farming neighborhood with animals?
- 'Poo print' DNA testing
- Frustration is AAS hours and limited capacity to take pets, especially in extreme weather.

Appendix N

Animal Bylaw

Stakeholder consolidated feedback – workshop and online survey data
October/November 2020

What's Working

Licensing:

- Chicken license application process is simple
- Online payments for dogs – should have this option for all animal types
- Process of applying for new/renewal of dog license and tags easy to do online and receive in mail
- Dog tag program has returned pets to owners
- There are less stray animals compared to 5 years ago
- dog licensing
- Aggressive dog protocols are working good.
- Most of the offences are covered under the dog bylaw for dog related incidents

Bylaw:

- Limit of number of dogs per household (3)
- Enforcement process for investigation and reporting aggressive dogs
- Enforcement process under dogs overall – needs some fine tuning to ensure consistency
- Overall the dog bylaw is inclusive of most issues; the bylaw is solid and contains all the necessary violations for the most part
- In most cases voluntary compliance for removing unlicensed chickens

AAS & City

- Spay & Neuter program
- Internal communication between INL department
- Pet rescue & adoption partnerships leads to increased adoption rates
- Quick pick up time of dogs running at large from AAS
- Consistent partners & personnel has led to stronger relationships & more consistent process/decisions
- Stray animals are being adopted readily
- Alberta Animal services continues to be effective in reducing animals at large/stray population.
- Animal Bylaw presence and follow up
- Communication between compliance and animal services is great

What's Not Working:

Chicken Bylaw:

- Chicken bylaw inspections - no inspections for chickens
- Cap on chicken licenses (currently there are 51 on the wait list)
- Citizens need better understanding of the chicken bylaw and need for license

- Chicken bylaw is not transferrable to new location
- No neighbour consultation on issuing of chicken licenses
- Gap in enforcement when infraction is against a non-licensed location

Dog Bylaw:

- Dog fines are too high; most go to court instead of paying. city of Red Deer fines are one of the highest in the province/Canada.
- Timelines to pay fines are too short & leads to more court time
- Refining some of the current definitions in bylaw (severe injury, barking, orders by a justice)
- Gaps in consistency in enforcement process from ticketing to court
- Animal bylaw fines for running at large are high
- People do not pick up after their dogs in the trail systems
- Lack of community education about the actual cost/responsibility of pet ownership
- Fines under dog Bylaw are high compared to other Municipalities in Country
- Dog park management/enforcement
- Fake service dogs
- No prorating of licensing fees

Cat Bylaw:

- Cat bylaw was created in 1996. Fine is \$30 and there is very little compliance under the bylaw. Bylaw needs to be expanded and fines consistent with dogs
- Cat control & unlicensed cats – no way to get them back to owner
- Control of the number of cats in one residence & stray cats
- Only two violations under the current cat bylaw - need to bring in cat licensing program
- Cats roaming free

Exotic Animals:

- Currently no definition for livestock and a violation for owning livestock – no livestock bylaw (Rabbits, ducks, pigeons.....)
- Gaps for enforcement on “exotic: animals – birds, farm animals in the city
- Currently no regulations pertaining to the keeping of livestock
- No rules on selling animal meat and the butchering on residential properties within city limits. Need to clarify what’s permitted and what isn’t.
- Raising animals for fur sales or meat sales. (ie: rabbits) what’s permitted, what isn’t

Licensing:

- Voluntary compliance is low
- Need to look at more options to increase compliance
- Fees for renewal same as purchasing a new tag. Instead of purchasing a replacement tag & paying renewal, customer will just apply for a new account
- Getting people to pay for renewal tags
- Money paid for mid-year the same as for whole year

AAS & City

- Who to contact for animal complaints
- Lacking resources to provide level of service expected by the citizens

- Lacking clarity in existing bylaw(s) on what responsibility the city has – level of service & legal responsibility
- Feces complaints from off leash dogs on public property
- Low income spay neuter support
- Welfare of cats and dogs - No municipal Animal Welfare Officer

Solutions:

Chickens

- Development permit for chicken licenses – include 100 m neighbourhood consultation
- Government chicken tracking – flock number or ID (Lacombe)
 - i. AB Government Process
 - ii. Add to application form (clarify and add)
- Guidelines/requirements online what is needed
- Egg/chicken disposal – process
- Inspection before license is issued and at renewal date
- Application process change – update to allow people to get the required things in place
- Moving – allow to be transferrable to a new home with inspection (no neighbourhood consultation)
- Cap/limit – administration recommends to Council
 - i. COVID – wait list went for 6 – 50
- Residential density re: licensing chickens
 - i. Combined with removing the cap
- If you don't pay licensing fee – chickens could be removed
- Complaint process – fines & penalties built in – like dogs
-

Cats

- Existing bylaw lacking
- License cats
 - i. Tags/microchip/tattoo
 - ii. Tattoo is hard to update when move; low costs are available
- Different level of care given to cat vs. dog ownership
- More than one piece of ID/animal
- Keep fines and fees low enough for compliance
 - i. Look at how that aligns with other fees for other animals
 - ii. Look at a fee structure to encourage compliance
- Fees: to encourage payment and reduce tickets going to court
- Ownership definition
- Aggressive cats
- Property damage
- Wild (feral) cats – process defined
- Feces added
- Cat Licensing

- Education (about welfare, identification and overpopulation)
- Include cats in low income spay/neuter program
- Create a full cat bylaw with violations consistent with the dog penalties but also adding a licensing component to cats.
- FINE cat (and dog) owners for roaming, trap them like you do dogs and FIN

Livestock/Other (Bees, birds, donkeys, etc.)

- What animal do we want to license
 - i. When they get away, what do we do to get them back
- Bees – AB Agriculture dictates some of this; education is important
- Bunnies – pets vs. livestock animals
- List of animals that are permitted
 - i. Awareness (city) vs. licensed/permited
- Ducks/pigeons
- Enforcement issues
- Comply with Provincial/Federal bylaws & regulations
- Define domesticated vs. livestock (specific lists)
- Zoning differences
- Add a definition of livestock which includes but not limited to: a horse, mule, ass, swine, emu, ostrich, camel, llama, alpaca, sheep, goat, domestically reared or kept deer, reindeer, moose, elk, bison, farm bred fur bearing animals including foxes or mink, animals of the bovine species, animals of the avian species including roosters, turkeys, ducks, geese or pheasants, and all other animals that are kept for agricultural purposes but does not include cats or dogs.

Dogs

- Look at fees that encourage compliance & reduce number of tickets that go to court
- Review fee structures and process for issuing fines
- One violation free, not next. Fee structure
- Ownership issues: tenant vs. property owner
 - ii. Legal issue needs to be sorted
 - iii. Aggressive dog – change definition from aggressive to vicious
- Responsible pet ownership
- Injuries – level/designation of injury is based on dog
 - i. Change/scale
 - ii. Add professional opinion process (Animal behaviorist)
- Service/compassion dogs – exempt from fees
 - i. Some scam companies offering these licenses
 - ii. Change definition and educate residents on what this is and how to properly license
- Council policy – Aggressive dogs should be moved into bylaw
- Barking – update definition and clear process for reporting
- reduce fines for running at large to increase return to owner stats
- install more poop bag stations in the trails. Try approaching local businesses for sponsorship/advertising opportunity
- community education initiatives
- Reduce fines to achieve better voluntary compliance in paying fines prior to court appearances. This will reduce the Cities court costs.

- Actually go to the dog parks and ticket people for not picking up, having unruly dogs...I guess what I'm saying is actually moderate them!
- ASK FOR ID! Alberta has a SD Act now...USE IT

Bees

- Needs to be addressed in bylaw
- Danger aspect for people who are allergic
- Decide on approach and then build process & enforcement

Other

- Animal feces – where does that belong. Clearer definition.
 - i. Maybe add to dog/animal bylaw (in Community Standards)
- The word “nuisance” is hard to enforce/define for residents & staff
- Define demography when doing consultation
- Ensuring P2 is able to be translated
- Factor in culture in regard to animals & homes
- Pet registry with required microchip identification.
- Increased funding to partners to support education and spay-neuter programs
- Funding to support an animal welfare officer in the community that works closely with crisis and mental health agencies that support vulnerable residents.
- Creating more incentives for licensing of animals under the Bylaw. Look at a Ride Home Free Program - any dog or cat that is found wearing a current City license
- Fines for service dogs without a certified trainer or proper ID
- Support the reduction of pet overpopulation.
- Reduce suffering for animals and pets.
- Reduce the financial cost burden on organizations trying to deal with the negative effects of the above issues.
- The City struggles with voluntary licensing as pet owners do not see the overall value in licensing their pets each year. If the city invested marketing into the benefits of licensing then we would see an increase in license sales.
- Pets are family members and sentient beings. Every effort should be made to consider them as such and to reduce their suffering and to support theirs and their owner's welfare.
- City should look at returning to a yearly tag system rather than the current permanent tags. Yearly licenses are easier to manage as the database is only for the current year of the license tag. Also, when Officers are dealing with pet owners on the road, if they can produce the current tag for that year then the Officer can guarantee that it is licensed for the year. The current database and system is not reliable as too many agencies sell licenses and the licenses are not immediately imputed into the system. With specific yearly tags the Officers are able to visually identify that they are currently licensed.

Appendix O – Municipal Comparison

City	Cats	Urban Chickens	Dogs	Honey Beehives
Red Deer* Current	No Licence	Licensed – limit of 4 per Household and 102 total municipal Licences	Licensed – 3 per household	No Licence
Lacombe	Licensed once for lifetime – No limit	Licensed annually – No Caps	Licensed once for lifetime- No Caps	N/A
Airdrie	Licensed – Annual – 3 per household	Prohibited	Licensed- Annual – 3 per household	Prohibited
Lethbridge	Licensed once for lifetime -no limit	Prohibited	Licensed annual – 4 per household	Prohibited
Medicine Hat	Licensed – Annual – 6 per household	Prohibited	Licensed - Annual – 3 per household	N/A
Calgary	Licensed – Annual – 6 per household	Licensed – Annual – 4 per household	Licensed- Annual – 6 per household	Licensed- Annual – 2 colonies
Edmonton	Licensed- Annual – 6 per household	Licensed- Annual – 6 per household	Licensed- Annual – 3 per household	Not Licenced but permitted with regulations
Grande Prairie	Licensed- Annual – Max of 4 animals of any species per household	Not Licenced but permitted with regulations and application.	Licensed- Annual – Max of 4 animals of any species per household	Not Licenced but permitted with regulations and application.
St. Albert	Licensed- Annual – No limits	Licensed- Annual – 6 per household	Licensed- Annual – 3 per household	Licensed- Annual – 2 hives per household

Appendix P - 2018- 2022 Summary of Revenues and Expenses related to Animal Services

Current Revenues:

Description	2022	2021	2020	2019	2018
Animal Licenses			\$20	\$606	\$237,764
Dog Licenses	\$284,447	\$278,231	\$263,429	\$275,523	\$41,091
Other Licenses (includes Chickens)	\$2,800	\$6,104	\$1,232	\$1,204	\$0
Fines -Dogs	\$1,970	\$730	\$1,700	\$3,510	\$4,370
Fines- Cats		\$90			
Fines- Provincial	\$35,135	\$39,650	\$40,860	\$59,251	\$59,833
Totals	\$324,352	\$324,805	\$307,241	\$340,094	\$343,058

Current Expenses:

Description	2022	2021	2020	2019	2018
Contracted Services	\$809,758	\$789,310	\$783,250	\$774,500	\$746,550
Consulting Services	\$300	\$2,500	\$0	\$0	\$0
General Goods and Supplies	\$1,200	\$1,700	\$1,000	\$0	\$0
Credit Card Charges	\$4,500	\$4,700	\$3,000	\$3,000	\$2,700
Print Room Charges	\$2,400	\$5,400	\$0	\$0	\$0
Totals	\$818,158	\$803,610	\$787,250	\$777,500	\$749,250



April 17, 2023

Tax Rate Bylaw 3693/2023

Prepared by Joanne Parkin CPA, CGA - Revenue and Assessment Services Manager
Department Revenue and Assessment Services

Report Summary and Recommendations

Tax Rate Bylaw 3693/2023 sets the property tax rates that collect the approved 2023 property tax revenue. The tax rate bylaw must also set the rates that collect the 2023 requisitions for other bodies. Council is legislatively required to pass a 2023 Tax Rate Bylaw.

The annual property tax notice is comprised of two distinct portions. Municipal property tax is about 75% of a typical residential tax notice. This portion funds municipal infrastructure maintenance, and amenities that support and enhance our community. Provincial and other requisitions comprise the remaining 25% and are collected on behalf of others to fund non-City operations. This year, decreases in the Alberta Education and Bridges Community Living requisitions result in a lower overall tax increase that is less than the 4.61% being collected for municipal property tax.

Red Deer continues to have a solid assessment base, attractive taxation policy, and stable property taxation that all support growth in our community.

Recommendation for the 2023 Tax Rate Bylaw:

- **Residential** - Total tax increase **2.46%**
- **Multi-Family** 1.09 ratio - Total tax increase **6.64%**
- **Non-Residential** - Total tax increase **2.46%**

Tax increases include requisitions.

A \$345,000* residential property that has experienced the average change in assessed value will have a 2.46% increase in taxes:

Municipal Funding	\$9.00/month
Provincial Requisitions	(\$1.91)/month
Bridges Community Foundation	(\$0.30)/month
Total Tax Increase	\$6.79/month

*Reviewed 2023

The municipal funding amount remains unchanged and is based on the City Council approved budget. The amounts for provincial requisitions (primarily education) and Bridges Community Foundation are less than they were in previous years which is why there is a decrease in total amounts results in the average \$6.79 a month to the average home.

Proposed Resolution

That Bylaw 3693/2023 be read a first time.

That Bylaw 3693/2023 be read a second time.

Resolved that with the unanimous consent of Council members present, Bylaw 3693/2023 be read a third time.

That Bylaw 3693/2023 be read a third time.

Rationale for Recommendation

1. **Required under Provincial legislation.** Council must pass a tax rate bylaw when a property tax requirement has been approved within the annual Operating Budget. The tax rate bylaw must also set tax rates for requisitions we must collect on behalf of others.
2. **Retains highly competitive tax rates.** Sets a highly attractive non-residential tax rate that supports business development and growth in our community. It meets Council's direction to increase the multi-family rate to move towards the average of comparable cities. And, finally, it maintains average residential taxes that ensure value in property service delivery that our citizens depend upon every day.
3. **Ensures stable, predictable, and competitive tax policy.** Taxpayers can continue to rely on gradual and predictable tax administration, and below average overall taxation in comparison to other similar size and larger cities in Alberta.

Background

The 2023 Property Tax Requirement was approved by Council as part of the 2023 Operating Budget on March 20, 2023. The Tax Rate Bylaw determines how much of the approved requirement will be paid by each class of property.

Section 353 of the Municipal Government Act requires that Council pass a tax rate bylaw to collect the required municipal tax revenue and set the rates that will collect the requisition revenue.

The City of Red Deer's budget covers all the essential services that our residents use every day. This includes things like roads that we drive on, the recreation facilities we enjoy, and municipal police to keep us safe and healthy. Some of the highlights of the budget include increased funding for Red Deer Emergency Services staff, funding towards the revitalization of Centennial Plaza Park, funding to explore an Indigenous Cultures Centre, funding for the Snow & Ice Control Policy, and funding for a long-range financial plan and services. Property tax revenue funds 38% of the City's overall budget.

For tax revenues to be more predictable and sustainable over time tax increases are designed to be built into longer range capital budgets, operating budgets, and reserve balances. This allows the impacts of decisions to be built in and ensures taxation revenues are sufficient to maintain current service levels. The City does multi-year financial planning to achieve predictability in tax rates.

Prior Council/Committee Direction

March 20, 2023 Operating Budget approval: A 4.61 per cent (\$6,501,749) increase in revenue.

October 13, 2020 Resolution: Ratio of 1.15 to be achieved by 2025 for the Multi-Family

September 12, 2011 Resolutions:

1. Keep Multi-Family subclass of Residential property class.
2. No additional subclasses of Residential property class.
3. No subclass of the Non-Residential property class.

Legislative Context

The Municipal Government Act (MGA):

- *Section 353* - Council must pass an annual property tax bylaw to impose property tax in respect of property to raise revenue for payment of expenditures and transfers set out in the budget and requisitions.
- *Section 354* - The property tax bylaw must set and show separately all the tax rates to be imposed to raise the revenue required.
- *Section 355* - A tax rate is calculated by dividing the amount of revenue required by the assessment of all property on which that tax rate is to be imposed.
- *Section 356* - The amount of tax to be imposed in respect of a property is calculated by multiplying the assessment for the property by the tax rate to be imposed on that property.
- *Section 357.1* - The tax rate imposed on residential property must be greater than that imposed on non-residential property.
- *Section 358.1* - The non-residential tax rate in comparison to the lowest residential tax rate must not exceed a ratio of 5:1.
- *Section 359 (3)* - Council must reduce or increase revenue to be raised for requisitions in the next tax year if too much or too little tax revenue has been collected in the current year.

Ministerial Orders:

- *Order in Council 432/2004* - taxation of certain 2004 annexed property at the lower of County or City municipal tax rates (2029).
- *Order in Council 531/2009* (amended by 477/2010 and 103/2011) - taxation of certain 2004 annexed property at County municipal tax rates (2034).

Related Policies

- Machinery and Equipment Bylaw 3211/1998
- Tax Instalment Plan Bylaw 3547/2015
- Tax Penalty Bylaw 3546/2015
- Property Tax Cancellation GP-F-2.4
- Principles of Property Taxation:
 -  Fairness and equity

- 🌐 Predictability and stability
- 🌐 Competitiveness
- 🌐 Sustainability of revenues raised
- 🌐 Simplicity, transparency, and efficiency of the tax system

Stakeholder Consultation

Nov 8 -18 The City provided the public an opportunity for feedback on the budget, including the 2023 property tax requirement.

Timelines and Impending Deadlines

- 📅 May 23 - tax notices mailed
- 📅 June 30 - taxes due

Analysis

2022 data from the cities of Lethbridge, Medicine Hat, Grande Prairie, Calgary, and Edmonton were utilized for purposes of the comparative analytics.

Residential (RS)

Red Deer maintained average Residential property tax rates. The proportion of tax levied on Residential property owners in Red Deer continued to be higher than the proportion paid by Non-Residential property owners. Not including Multi-Family property 53% of property tax revenue comes from the Residential property class.

Average Comparator RS Tax Rate:	0.0072968
Red Deer RS Tax Rate:	0.0072187

👉 **Residential tax rates remain average.**

Multi-Family

The Multi-Family tax rate in Red Deer was 10% below the average. Because Multi-Family property had a higher market value increase than other Residential property it will have a higher than average tax increase in 2023. Total property tax revenue from Multi-Family property is 10% of total revenue.

Average Comparator MF Tax Rate:	0.0084588	Ratio: 1.15
Red Deer MF Tax Rate:	0.0076518	Ratio: 1.06

👉 **Multi-Family rates are below the average of comparators.**

Non-Residential (NR)

The Non-Residential tax rate in Red Deer was 20% lower than average. There are no Motor Vehicle & Equipment or Special Taxes. Non-Residential taxpayers in Red Deer pay a smaller proportion of the tax levy than Residential taxpayers in comparison to other municipalities. In total, 47% of property tax revenue comes from the Non-Residential property class.

NR Comparator Average Tax Rate:	0.01852466	Ratio: 2.67
Red Deer NR Tax Rate:	0.0148079	Ratio: 2.05

👉 **Non-Residential rates remain significantly below provincial comparators.**

Tax Per Capita

Red Deer’s overall level of property taxation was **15% less than comparable cities.**

Comparator Average Tax Per Capita: \$1,630
Red Deer Tax Per Capita: \$1,384

Financial

There are no direct budget or financial implications as a result of the recommendation.

2023 Tax Requirements:

Property Tax Requirement (*net of prior year over/under levy)	Amount (\$'s)	Increase (Decrease) %
Municipal Property Tax	\$148,259,777	4.61%
<u>Requisitions:</u>		
Provincial Education*	\$43,626,096	(2.73)%
Bridges Community Living Foundation*	\$629,061	(20.77)%
Provincial Designated Industrial Property Assessment	\$12,747	2.00%

* Including over/under

Requisitions comprise 25% of an average residential tax bill and when added municipal portion result in a blended proportional total tax rate.

Relationship Between Municipal Tax Rate and the Overall Tax Bill

On the final tax bill, the municipal tax rate set by Council during budget is combined with provincial and other requisitions received in the spring. It is important to note that requisition amounts are set by requisitioning authorities and are an in and out of our accounts; we pay these amounts on behalf of the other authorities and remit it to them as per the legislation/regulations.

This year we see that the total requisitioned amounts are lower than last year however the opposite can also happen if the requisitions increase, in particular the education requisition. In 2023 the provincial education requisition amount decreased based on two key factors:

- the amount of education property tax required by the province remained the same
- the City of Red Deer’s share of the total amount went down compared to the rest of the province which indicates our growth was less than other areas in the province.

In some respects, it would be best to think about it as two separate tax bills. For this year an average home would see the municipal tax bill requiring a payment of \$9.00 a month. The same household would also receive a reduction/rebate for the requisitioned amount of approximately \$2.21 a month. Because there is only one tax bill, this is blended together. Through our communications we do our best to explain this difference and appreciate how it can be

Regulatory and Compliance (including Legal)

Council must pass an annual tax rate bylaw to remain compliant with legislation. The municipality is required to transfer to The Province and to Bridges Community Foundation the amount of the tax rate requisitioned. Council must pass a tax a tax rate bylaw sufficient to raise these amounts.

Other risks

- Not collecting property taxes would have significant impacts on The City’s ability to fund programs and services as property tax revenue comprises over 60% of the tax fund
- Without 3 readings on April 17 the assessment roll must remain frozen which prevents the administration from making changes to the assessment roll, creates administrative backlogs, customer service backlogs, and elevates the risk of not meeting legislative deadlines

Options Considered

Option 1 – Same total tax increase for Residential and Non-Residential property and a Multi-Family increase to 1.09

Option 2 – Same municipal increase for Residential and Non-Residential property and increase Family ratio to 1.09

Option 3 – Same total tax increase for RS and NR and Multi-Family Ratio of 1.06

	Option 1 Same Total Increase and NR – MF Ratio 1.09	Option 2 Same Municipal Increase RS & NR – MF Ratio 1.09	Option 3 Same Total Increase RS and NR and MF Ratio 1.06
Total Tax Increase	RS: 2.46% MF: 6.64% NR: 2.46%	RS: 2.49% MF: 6.66% NR: 2.42 %	RS: 2.59% MF: 4.54% NR: 2.59%
Risks	<ul style="list-style-type: none"> • Higher than average MF increase 	<ul style="list-style-type: none"> • Higher than average MF increase • RS has higher total tax increase than NR 	<ul style="list-style-type: none"> • Higher than average MF increase • Does not meet Council direction on MF • Higher increase for RS and NR than the other two options
Opportunities	<ul style="list-style-type: none"> • Meets Council direction on MF • Same total tax increase for RS and NR 	<ul style="list-style-type: none"> • Meets Council direction on MF 	<ul style="list-style-type: none"> • No increase to MF ratio • Same total tax increase for RS and NR

RS – Residential, MF – Multi-Family, NR – Non-Residential

Recommended - Option 1

- Maintains average Residential property tax rates
- Multi-Family tax rates that are still lower than average
- Well below average Non-Residential tax rates

A \$345,000 property that has experienced the average change in assessed value will see the following **monthly tax increase**:

Residential:	\$ 6.79
Multi-Family:	\$18.74
Non-Residential:	\$13.39

Option 1 continues to ensure Red Deer maintains **solid taxation policy** that values residential taxes **affordable** while offering the programs and services that citizens have rely on. Lower than average taxation of non-residential property ensures property tax is not a deterrent to **investment and growth in our city**. Council direction in moving residential family tax more in line with the average makes us more **equitable** with other municipalities. Taxpayers look at the bottom line on tax notices and this option ensures the same total increase for both Residential and Non-Residential property.

Appendixes

- A. Definitions
- B. Detailed Option Summary
- C. Public Communication Tools
- D. Comparison Graphs
- E. Budget Tax Funding Breakdown

Appendix A: Definitions

1. **“Single Family Residential”** means a sub-class of property classified as Class 1 – residential as set out in Section 297 of the Act, which includes property or a portion of the property that contains:
 - (i) residential property where the total number of dwelling units on the parcel of land, whether contained in a single building or more than one building, does not exceed three dwelling units;
 - (ii) registered residential condominium units;
 - (iii) single family dwelling with basement suite;
 - (iv) residential portion of non-residential property;
 - (v) vacant residential land held for the development of the above uses; and
 - (vi) designated manufactured home located on a site in a manufactured home community.

2. **“Multiple Family Residential”** means a sub-class of property classified as Class 1 – residential as set out in Section 297 of the Act, which includes property or a portion of the property that contains:
 - (i) all residential property where the total number of dwelling units on the parcel of land, whether contained in a single building or more than one building, exceeds three dwelling units; or
 - (ii) manufactured home communities, excluding the individual designated manufactured homes; or
 - (iii) vacant residential land held for the development of the above uses; or
 - (iv) residential portion of non-residential property; and

3. **“Non-Residential”** means linear property, components of manufacturing or processing facilities that are used for the cogeneration of power or other property on which industry, commerce or another use takes place or is permitted to take place under a land use bylaw passed by a council, but does not include farm land or land that is used or intended to be used for permanent living accommodation.

4. **“Commercial Ratio”** means a comparison between the municipal non-residential tax rate and the residential municipal tax rate that denotes how much more municipal tax is paid by commercial than residential property owners.

5. **“Multi-Family Ratio”** means a comparison between the municipal multi-family tax rate and the residential municipal tax rate that denotes how much more municipal tax is paid by multi-family than residential property owners.

Appendix B: Detailed Option Summary

2023 Summary of Tax Rate Options

Municipal:
\$148,259,777

Administrative
Recommendation

	OPTION # 1		OPTION # 2		OPTION # 3	
	Same Total for RS & NR MF Ratio 1.09		Same Municipal for RS & NR MF Ratio 1.09		Same Total for RS & NR 1.06 MF Ratio	
Residential						
	<u>Muni Only</u>	<u>Total</u>	<u>Muni Only</u>	<u>Total</u>	<u>Muni Only</u>	<u>Total</u>
2022	\$ 697	958	\$ 697	958	\$ 697	958
2023	\$ 729	982	\$ 729	982	\$ 730	983
Increase	\$ 31	24	\$ 32	24	\$ 32	25
% Increase	4.49	2.46	4.53	2.49	4.66	2.59

	OPTION # 1		OPTION # 2		OPTION # 3	
	Same Total for RS & NR MF Ratio 1.09		Same Municipal for RS & NR MF Ratio 1.09		Same Total for RS & NR 1.06 MF Ratio	
Multiple Family						
	<u>Muni Only</u>	<u>Total</u>	<u>Muni Only</u>	<u>Total</u>	<u>Muni Only</u>	<u>Total</u>
2022	\$ 726	982	\$ 726	982	\$ 726	982
2023	\$ 794	1,048	\$ 795	1,048	\$ 774	1,027
Increase	\$ 68	65	\$ 69	65	\$ 48	45
% Increase	9.40	6.64	9.44	6.66	6.56	4.54
2023 MULTI FAMILY RATIO	1.09		1.09		1.06	

	OPTION # 1		OPTION # 2		OPTION # 3	
	Same Total for RS & NR MF Ratio 1.09		Same Municipal for RS & NR MF Ratio 1.09		Same Total for RS & NR 1.06 MF Ratio	
Non-Residential						
	<u>Muni Only</u>	<u>Total</u>	<u>Muni Only</u>	<u>Total</u>	<u>Muni Only</u>	<u>Total</u>
2022	\$ 1,487	1,891	\$ 1,487	1,891	\$ 1,487	1,891
2023	\$ 1,555	1,938	\$ 1,554	1,937	\$ 1,558	1,940
Increase	\$ 68	47	\$ 67	46	\$ 70	49
% Increase	4.58	2.46	4.53	2.42	4.74	2.59
2023 COMMERCIAL RATIO	2.13		2.13		2.13	

(tax amounts are per \$100,000 of 2023 assessed value)

	OPTION # 1		OPTION # 2		OPTION # 3	
Monthly tax Increase for a \$345,000 property:	RS	\$ 6.79	RS	\$ 6.86	RS	\$ 7.12
	MF	\$ 18.74	MF	\$ 18.82	MF	\$ 12.82
	NR	\$ 13.39	NR	\$ 13.16	NR	\$ 14.06

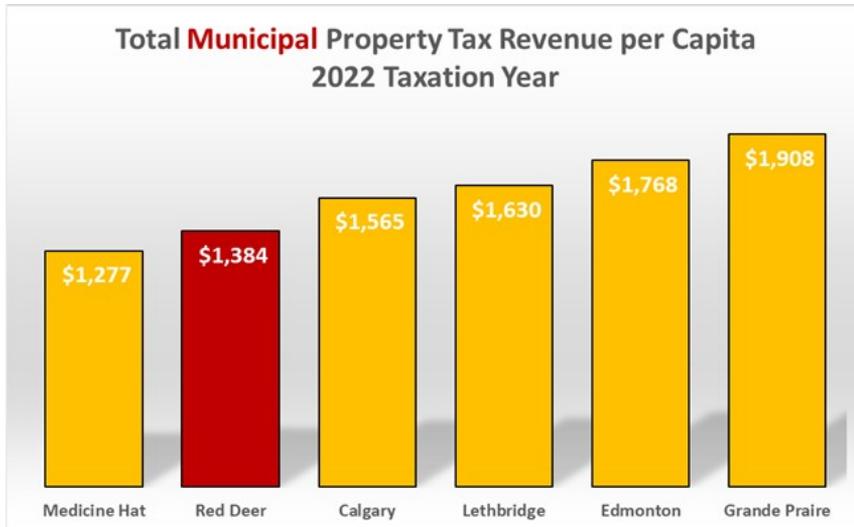
Appendix C: Public Communication Tools

A **comprehensive Communications Plan** is prepared in conjunction with Community and Public Relations to ensure that taxpayers are informed.

- Multiple news releases
- City website updates
- Twitter tweets
- Mailed Tax Notices or emailed e-Bill
- Radio advertising
- Sign boards on major thoroughfares

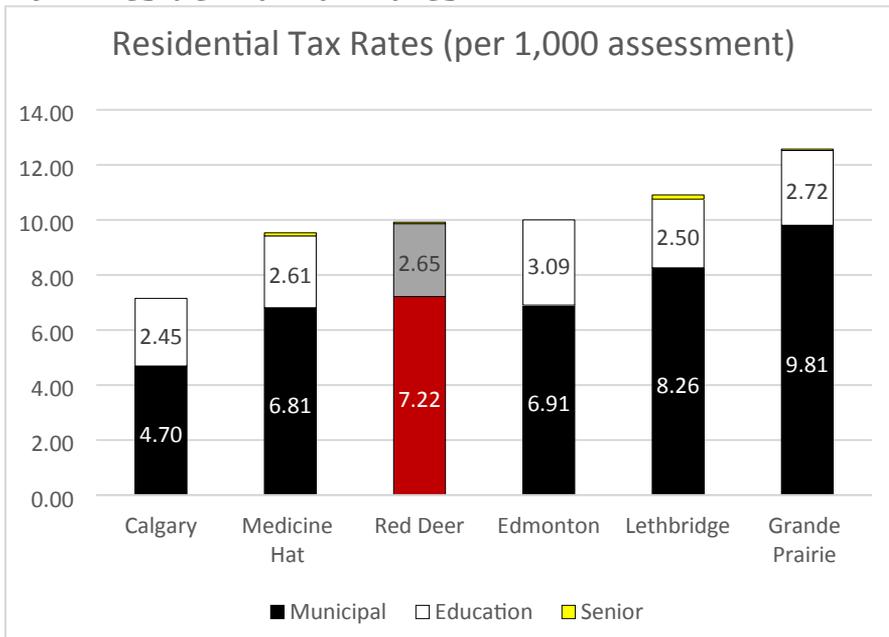
Appendix D: Per Capita Tax Comparison Graph

Overall Tax Level:

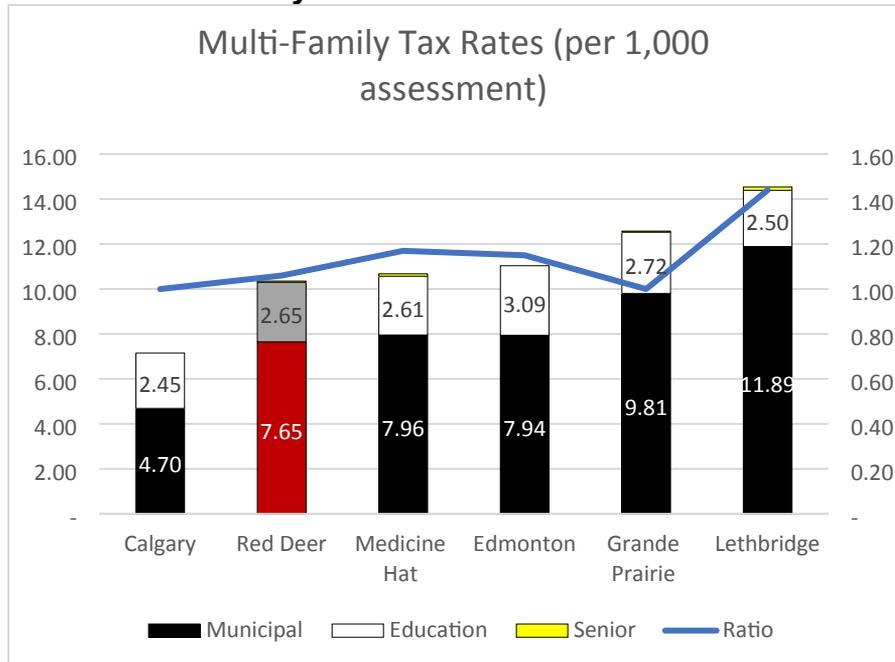


- Average tax per capita is \$1,630
- Red Deer is \$1,384 per capita
- Taxpayers in Red Deer paid **15% less** municipal tax on average

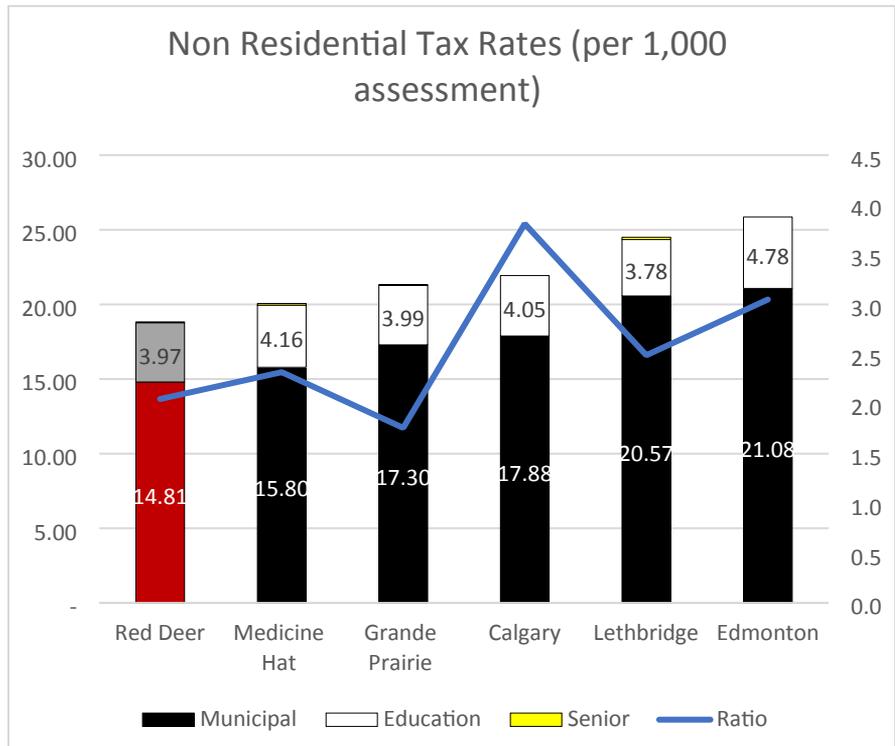
2022 Residential Tax Rates:



2022 Multi-Family Tax Rates:

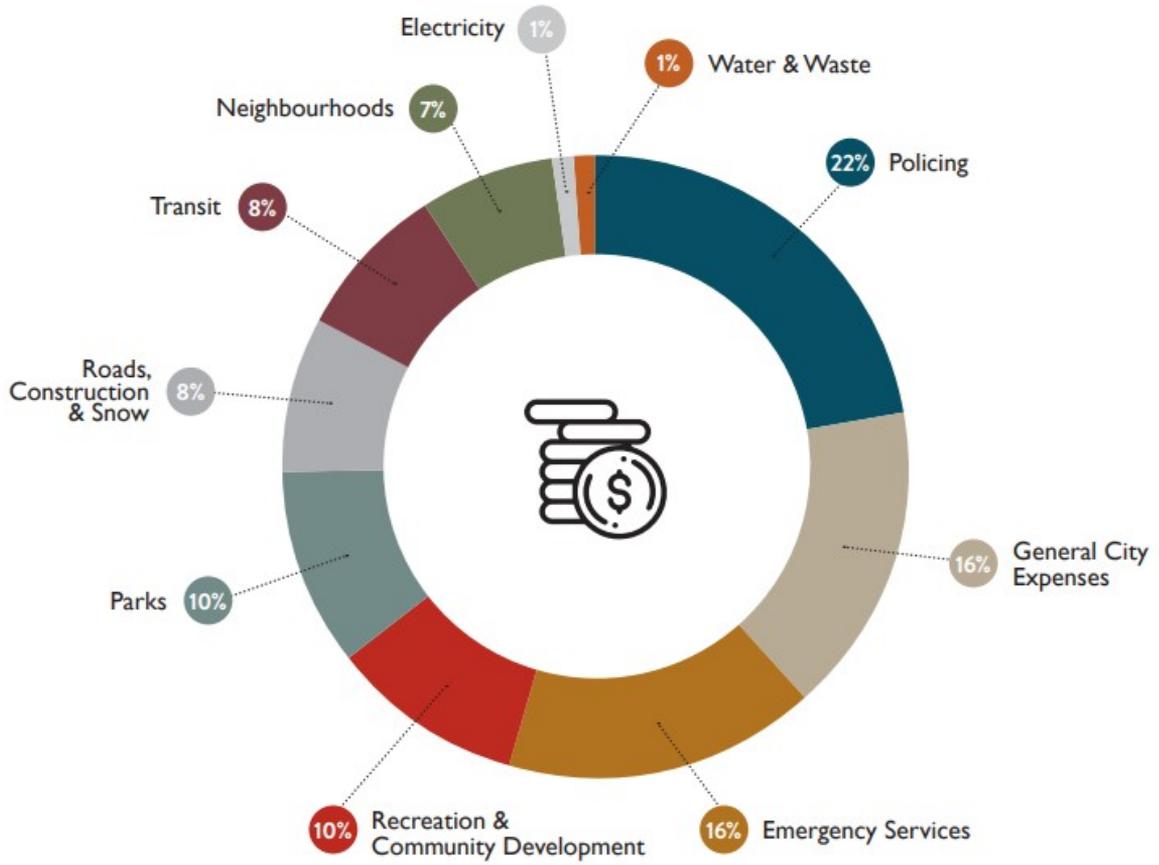


2022 Non-Residential Tax Rates:



Appendix E: Budget Tax Funding Breakdown

HERE IS THE BREAKDOWN OF WHERE THE CITY PORTION OF YOUR TAX DOLLAR IS ALLOCATED TO FUND SERVICES FOR 2023.



BYLAW NO. 3693/2023

Being a bylaw of the City of Red Deer (the “City”) to authorize the rates of taxation to be imposed against assessable property for the 2023 taxation year.

WHEREAS, pursuant to section 353 of the *Municipal Government Act*, R.S.A. 2000, c.M-26 (“Act”) the Council of a municipality must pass a property tax bylaw annually authorizing the Council to impose a tax in respect of property in the municipality to raise revenue to be used toward the payment of the expenditures and transfers as set out in the budget of the municipality and the requisitions;

AND WHEREAS section 297 of the Act allows Council to divide the residential assessment classes into sub-classes;

AND WHEREAS, pursuant to section 369 of the Act Council must pass a supplementary property tax bylaw annually to authorize the levying of a supplementary property tax in respect of property where supplementary assessments have been made;

AND WHEREAS, pursuant to section 369.1 of the Act Council has passed the City of Red Deer Supplementary Assessment and Taxation Bylaw;

AND WHEREAS the tax rate to be established on areas annexed to the City is set by the Council in Council by which those areas were annexed to the City;

NOW THEREFORE COUNCIL OF THE CITY OF RED DEER ENACTS AS FOLLOWS:

PART 1 - TITLE, PURPOSE AND DEFINITIONS**Short Title**

1. This bylaw may be referred to as the “2023 Tax Rate Bylaw”.

Purpose

2. The purpose of this bylaw is to authorize imposing a tax upon all taxable property on the assessment roll.

Definitions

3. In this bylaw, unless the context otherwise requires, definitions in the Act shall apply.
4. In this bylaw:
 - (a) “**Multiple Family Residential**” means a sub-class of property classified as (C) – residential, as set out in Section 297 of the Act, which includes property or a portion of the property that contains:

- (i) all residential property where the total number of dwelling units on the parcel of land, whether contained in a single building or more than one building, exceeds three dwelling units; or
 - (ii) manufactured home communities excluding the individual designated manufactured homes; or
 - (iii) vacant residential land held for the development of the above uses; or
 - (iv) residential portion of non-residential property; and
- (b) **“Single Family Residential”** means a sub-class of property classified as Class 1 residential, as set out in Section 297 of the Act, which includes property or a portion of the property that contains:
- (i) residential property where the total number of dwelling units on the parcel of land, whether contained in a single building or more than one building, do not exceed three dwelling units;
 - (ii) registered residential condominium units;
 - (iii) single family dwelling with basement suite;
 - (iv) residential portion of non-residential property;
 - (v) vacant residential land held for the development of the above uses; and
 - (vi) designated manufactured home located on a site in a manufactured home community.

PART II - ASSESSMENT CLASSES AND TAX RATES

Assessment Classes and Sub-Classes

5. For the purpose of the 2023 tax levy, all assessed property within the City is hereby classified into one of the following assessment classes and subclasses:
- (a) residential:
 - (i) Single Family Residential; and
 - (ii) Multiple Family Residential;
 - (b) non-residential;
 - (c) farmland; and
 - (d) machinery and equipment.

Allowance for non-Collection of Taxes

6. Pursuant to Section 359(2) of the Act, for the 2023 tax levy there may be an allowance for the non-collection of taxes at a rate not exceeding the actual rate of taxes uncollected in the previous year’s tax levy as determined at the end of the year.

Authorization to Tax

7. The City Manager is hereby authorized to impose the tax rates in Schedule “A” on the assessed value of all taxable property as shown on the 2023 assessment roll and any supplementary assessment roll.

Annexed Property

8. There shall be assessed, imposed and collected for the year of 2023, on those properties annexed to the City which are still subject to the following Orders in Council, those which are provided in each of the Orders in Council:

(a) Order in Council 432/2004 dated September 22, 2004; and

(b) Order in Council 531/2009 dated October 28, 2009, as amended by Order in Council 477/2010 dated December 16, 2010, and Order in Council 103/2011 dated March 2011.

PART III - GENERAL

Effective Date

9. This bylaw comes into force on the day it is passed.

READ A FIRST TIME IN OPEN COUNCIL this ____ day of April, 2023.

READ A SECOND TIME IN OPEN COUNCIL this ____ day of April, 2023.

READ A THIRD TIME IN OPEN COUNCIL this ____ day of April, 2023.

AND SIGNED BY THE MAYOR AND CITY CLERK this ____ day of April, 2023.

MAYOR

CITY CLERK

**BYLAW 3693/2023
SCHEDULE "A"**

2023 Municipal Tax Rates			
Assessment Class	Tax Levy	Taxable Assessment	Tax Rate
Single Family Residential	\$ 79,051,651	10,847,270,170	0.0072877
Multiple Family Residential	\$ 8,467,229	1,065,918,290	0.0079436
Non Residential	\$ 60,725,200	3,904,429,390	0.0155529
Farm Land	\$ 15,829	1,670,800	0.0094742
Machinery & Equipment ¹	\$ -	34,733,100	0.0155529
TOTAL TAX LEVY	\$ 148,259,909	15,854,021,750	
Allowance for non-collections	\$ -		
Approved tax requirement	\$ 148,259,777		
2023 Education Tax Rates			
Assessment Class	Tax Levy	Taxable Assessment	Tax Rate
Single Family Residential	\$ 27,016,744	10,844,436,390	0.0024913
Multiple Family Residential	\$ 2,552,738	1,024,661,090	0.0024913
Non Residential	\$ 14,052,275	3,713,701,470	0.0037839
Farm Land	\$ 4,162	1,670,800	0.0024913
Machinery & Equipment ¹	\$ -	34,733,100	-
TOTAL TAX LEVY	\$ 43,625,919	15,619,202,850	
Prior year over/under levy	-\$ 241,022		
Approved tax requirement	\$ 43,385,074		
2023 Management Bodies Tax Rates			
Assessment Class	Tax Levy	Taxable Assessment	Tax Rate
Single Family Residential	\$ 438,115	10,844,436,390	0.0000404
Multiple Family Residential	\$ 41,396	1,024,661,090	0.0000404
Non Residential	\$ 150,034	3,713,701,470	0.0000404
Farm Land	\$ 68	1,670,800	0.0000404
Machinery & Equipment ¹	\$ -	34,733,100	
TOTAL TAX LEVY	\$ 629,613	15,619,202,850	
Prior year over/under levy	-\$ 2,061		
Approved tax requirement	\$ 627,000		
Designated Industrial Property Requisition Tax Rate			
Assessment Class	Tax Levy	Taxable Assessment	Tax Rate
Non Residential ²	\$ 12,747	170,875,120	0.0000746
TOTAL TAX LEVY	\$ 12,747	170,875,120	
Approved tax requirement	\$ 12,747		

¹ Exempt from taxation per Bylaw 3211/98

² Designated Industrial Property assessment and tax rate are set by the Provincial Assessor



April 17, 2023

Bylaw 3196/A-2023 Business Improvement Area Tax and Tax Rate Bylaw

Prepared by Roxane Preedin, Controller of Property Taxation
Department Revenue and Assessment Services

Report Summary and Recommendations

The Business Improvement Area (BIA) was established in 1983. The Downtown Business Association (DBA) is responsible for operation of the BIA. Once the DBA Board creates a budget and Council approves it, Council must then pass a BIA tax rate bylaw. This allows the City to collect the required business tax funding component and remit it to the DBA. The DBA budget was approved by Council on December 12, 2022.

The Business Improvement Area (BIA) Business Tax Bylaw sets the BIA tax rates required to fund the 2023 Downtown Business Association (DBA) Council approved budget. Legislation requires BIA tax rates must be set by Council before May 1. City Administration then prepares and sends the BIA tax notices and collects the approved funding on behalf of the DBA.

Recommendation:

That Council approve the 2023 bylaw amendment that sets a tax rate sufficient to raise the revenue approved by Council December 12, 2022 to fund the 2023 Downtown Business Association budget.

Proposed Resolution

That Bylaw 3196/A-2023 be read a first time.

That Bylaw 3196/A-2023 be read a second time.

Resolved that with the unanimous consent of Council members present, Bylaw 3196/A-2023 be read a third time.

That Bylaw 3196/A-2023 be read a third time.

Rationale for Recommendation

1. Legislatively Council must pass a BIA Tax and Tax Rate Bylaw annually if there is a BIA authorized to operate within the municipality.

In 1983 Council adopted Bylaw 2827/83 establishing the DBA as a BIA

2. The proposed bylaw amendment sets the 2023 tax rates sufficient to raise approved tax revenue The City will collect on behalf of the DBA.

Council approved the 2023 DBA budget on December 12, 2022 and is required by legislation to approve the tax and tax rate bylaw sufficient to fund the tax revenue requirement contained in the Budget.

3. The bylaw must be approved before May 1 and will allow Administration to and collect the tax.

The 2023 Tax and Assessment Notice will be mailed May 23 and taxes are due June 2023.

Background

Prior Council/Committee Direction

In 1983 Council adopted Bylaw 2827/83 establishing the Downtown Business Association (DBA) and Business Improvement Area.

January 9, 2017 Council resolved to calculate and collect from the BIA any over or under collection of BIA taxes for 2018 and beyond and not cover losses from municipal tax do

December 12, 2022 Council approved the DBA boards recommended minimum tax of \$ and the 2023 DBA budget tax levy and transfer of funds to the DBA Board in the amount of \$264,500. The BIA tax is levied on businesses operating for more than 30 days within the defined area as established in Bylaw 2827/83 (Appendix A).

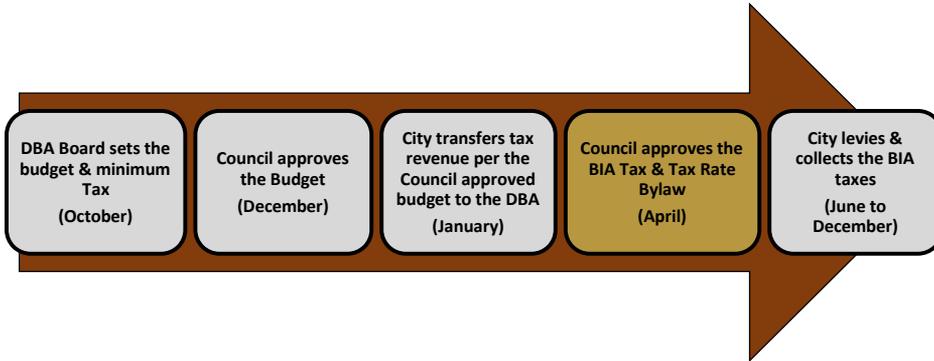
Legislative Context

Business Improvement Area Regulation:

- Section 11 requires the Downtown Business Association (DBA) board to submit a budget for each calendar year to Council for approval.
- Section 14 requires the municipality to transfer to the board the amount identified in the Council approved budget as revenue to be received from the municipality.
- Section 20 Council must pass a Business Improvement Area (BIA) tax bylaw if there is a BIA within the municipality authorizing the imposition of a tax on all taxable businesses operating with the BIA.
- Section 21 Council must pass a BIA tax rate bylaw. The BIA tax rate must be sufficient to raise the amount that the board is to receive from the municipality in respect of the BIA as set out in the board's approved budget.

Timelines and Impending Deadlines

Council must approve a tax and tax rate bylaw annually before May 1 for any BIA’s approval within the municipality. The BIA tax rates reflects prior decisions and is the last step prior to sending the tax notices. Public consultation is required in passing the budget and not required for setting the tax rates. To meet critical timelines, Administration is requesting all three readings. A Special Council meeting would need to be called if the bylaw is not passed before May 17, 2023 to comply with legislation. BIA Tax and Assessment Notices will be mailed May 17, 2023 with a due date of June 30, 2023.



Analysis

The DBA is a member of the downtown community and City partner for 40 years. They are dedicated to advocating for the downtown community, attracting new businesses, ensuring downtown is a clean and safe place, sponsoring events and showcasing the downtown experience.

Definition of a BIA Taxable Business is set out in Bylaw 2827/83 and is a sub-set of the downtown area voted in by the business owners at the time of establishment and is not the same as the greater downtown area (Appendix A). The BIA tax is levied on businesses operating for more than 30 days. Sub-tenants are taxed on the primary tenant and non-residential government buildings, parking lots and vacant spaces are exempt from taxation. *The BIA taxable businesses will differ from business licenses and other reported downtown businesses.*

BIA Tax Rate Bylaw Amendment sets out assessment and tax conditions and the 2023 tax rate sufficient to raise the tax revenue that was identified by the DBA board in the 2023 Council approved budget on December 12, 2022. The 2023 approved tax revenue requirement is \$264,500 and minimum tax is \$201.86.

As part of Administration's support to the DBA, information was provided prior to budget coming before Council to help the DBA gauge the impact to their taxpayers. Information included the City Administration annual fee, estimate of prior year under collections, list of outstanding tax rolls and the BIA assessment and tax roll.

The legislative tax rate calculation for BIA is straightforward:

	Tax Revenue Requirement	Assessed Value	Tax Rate
DBA Council Approved Budget Tax Revenue	\$264,500		
Plus: Prior Year Under Collection	\$22,059		
Total Tax Revenue Requirement	\$286,559	14,935,000	
Less: Minimum Tax Revenue	\$26,444	695,800	\$201.86/roll
Tax Rate Requirement	\$260,115	14,239,200	\$0.0182676

Tax Levy Impact: of the 373 BIA taxable businesses operating for more than 30 days in the BIA area, 131 or 35% of the taxable business are taxed at the minimum amount. Council has approved an increase from \$192.25 to \$201.86 an increase of 5%. The last time the minimum tax was raised was in 2020 and the 5% increase aligns with the 2023 tax revenue requirement increase.

The remaining 242 or 65% of taxable rolls will increase on average by 28%. which is the combined impact of the following:

1) Decrease in the value of the assessment roll (12%)

The DBA tax base is relatively small and has limited ability to absorb any change without impacting the tax rate resulting in tax levies becoming less predictable. There is two ways to measure the impact:

i. Number of taxable rolls

- Historically the number of taxable businesses in the DBA averaged 494 businesses from 2004 to 2016. Since 2017 the number of taxable businesses in the BIA area have steadily declined reducing the total assessment base.
- Starting in 2021 the number of taxable businesses moving in and out of the BIA area has varied significantly in relationship to the overall roll creating volatility in the tax levies.
- In 2023 the annual levy is based on 373 taxable business, a net decline of 24% of taxable businesses resulting in a tax increase for the remaining taxpayer. Compared to 2022, the number of taxable businesses increased resulting in a decrease in the average tax levy.

	2016	2017	2018	2019	2020	2021	2022	2023
# of Taxable BIA Rolls	499	463	430	424	430	353	398	373
	7	(36)	(33)	(6)	6	(77)	45	(25)
Net Change from Prior Year	1%	-7%	-7%	-1%	1%	-18%	13%	-6%

ii. Assessment value per taxable roll

- Assessment values can range from \$200 to \$979,800 per tax roll. Depending on which businesses move in or out the DBA area can significantly shift the overall taxation.

- If a business with assessment value of \$200 is lost, the impact would be the minimum tax of \$201.86 or less than 0.10%. However, if the top DBA taxpayers moved out, the impact would be 6% of the total tax revenue, an equivalent to the minimum taxpayers leaving the BIA area.

2023	Number of Taxable Rolls		Assessment Value	
	Count	%	Value	%
Minimum Levy	131	35%	695,800	5%
Federal GIPOT	2	1%	67,200	0%
Top 10 Contributors	10	3%	5,137,900	34%
Minimum to \$500	128	34%	2,271,300	15%
> \$501	102	27%	6,762,800	45%
Total BIA Rolls	373		14,935,000	

2) Prior Year under collection from 2022 (11%)

The current year tax rate is adjusted for the actual prior year over or under collection. This includes tax revenue losses from businesses that have moved out of the DBA, close businesses that have not paid their taxes. If the business ceases operations mid year, the taxes are not paid and are not transferable. Often this results in a write off or under collection and a loss of tax revenue if the space remains vacant for a period.

In 2022, 48 tax rolls or 12% of the total number of taxable BIA rolls were uncollected. The DBA board was provided an estimate of the under collection in October 2022 and a list of outstanding accounts in July and November of 2022 as part of The City’s agreement with the DBA to assist the board in determining membership for programs and services.

3) DBA increase tax revenue requirement (5%)

The approved DBA budget included a 5% increase to the tax revenue requirement. The DBA has not increased their tax revenue requirement since 2020.

Regulatory and Compliance

Legislatively the municipality is required to transfer to the DBA board the amount identified in the approved budget as taxation revenue on the date Council approves the DBA budget. Council must pass a BIA tax rate sufficient to raise the amount that the board is to receive from the municipality in respect of the BIA tax as set out in the board’s approved budget.

Other risks

The City mails the BIA Tax and Assessment Notice and provides customer service only in respect of assessment and taxation directly to the BIA taxpayers. Revenue collected on behalf of the DBA is passed onto the DBA board who are responsible for governance and determining programs and services offered to their members. The legislatively relationship can be confusing to taxpayers and may be perceived as a City tax.

Appendix A

Downtown Business Improvement Area



BYLAW NO. 3196/A-2023

BEING a Bylaw to amend Bylaw No. 3196/98, *The Business Improvement Area Business Tax Bylaw* of The City of Red Deer, for the purpose of providing the 2023 Business Improvement Area (BIA) tax rate and to enable supplementary BIA tax and assessment, as described herein.

COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, AMENDS BYLAW 3196/98 AS FOLLOWS:

- 1. Section 5 is deleted and replaced by the following:
 - 5. For the purpose of meeting the 2023 annual approved expenditures of the Downtown Business Revitalization Zone (Bylaw 2827/83):
 - (a) A business improvement area tax rate of 0.0182676 is hereby imposed on all business tax assessments for the year 2023; and
 - (b) A minimum tax levy on any business tax assessment for the year 2023 shall be \$201.86 whichever is the greater sum.

2. This bylaw shall come into force on the date it is passed and upon being signed.

READ A FIRST TIME IN OPEN COUNCIL this 17 day of April 2023

READ A SECOND TIME IN OPEN COUNCIL this 17 day of April 2023

READ A THIRD TIME IN OPEN COUNCIL this 17 day of April 2023

AND SIGNED BY THE MAYOR AND CITY CLERK this 17 day of April 2023

MAYOR

CITY CLERK

BYLAW NO. 3196/98

Being a bylaw to provide for a business assessment for properties within the City of Red Deer's Business Improvement Area¹;

NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, ENACTS AS FOLLOWS:

Short Title

1 This bylaw may be cited as "The Business Improvement Area² Business Tax Bylaw".

Definitions

2 In this bylaw, unless the context otherwise requires:

- (a) "Assessor" means the Assessor of The City of Red Deer.
- (b) "Business" means
 - (i) a commercial, merchandising or industrial activity or undertaking,
 - (ii) profession, trade, occupation, calling or employment, or
 - (iii) an activity providing goods or services, however organized or formed, including a co-operative or association of persons.

¹ 3196/A-2018

² 3196/A-2018

- (c) "Business Assessment" means the assessment of a business located within the Business Improvement Area³, for business tax purposes.
- (d) "Business Day" means a day on which The City of Red Deer is open for business.
- (e) "Business Tax" means the tax levied pursuant to this bylaw on any person carrying on a business within the City of Red Deer's Business Improvement Area⁴, including Supplementary Business Tax and penalties.
- (f) "City" means The City of Red Deer.
- (g) "Floor Space" means the superficial area of every floor in the premises in which business is carried on and includes the superficial area of any land not forming the site of a building but occupied or used for the purpose of or incidental to the exercise or carrying on of a business.
- (h) "Person" includes a corporation or partnership.
- (i) "Premises" means the store, office warehouse, factory, building, enclosure, yard or any space occupied or used by a person for the purpose of a business.

³ 3196/A-2018

⁴ 3196/A-2018

Assessment Roll

3 The Assessor shall prepare a business tax assessment roll showing the business tax assessment for each business operating within the Business Improvement Area⁵.

Calculation of Business Assessment

4⁶ The business assessment shall be a sum equal to 100% of the net annual rental value of the premises occupied by the business.

Business Improvement Area⁷ Tax

~~5⁸ For the purpose of meeting the 2022 annual approved expenditures of the Downtown Business Revitalization Zone (Bylaw 2827/83):~~

~~(a) A business improvement area tax rate of 0.0140507 is hereby imposed on all business tax assessments for the year 2022; and~~

~~(b) A minimum tax levy on any business tax assessment for the year 2022 shall be \$192.25 whichever is the greater sum.~~

5 For the purpose of meeting the 2023 annual approved expenditures of the Downtown Business Revitalization Zone (Bylaw 2827/83):

(a) A business improvement area tax rate of 0.0182676 is hereby imposed on all business tax assessments for the year 2023; and

(b) A minimum tax levy on any business tax assessment for the year 2023 shall be \$201.86 whichever is the greater sum.

⁵ 3196/A-2018

⁶ 3196/A-2001, 3196/A-2012

⁷ 3196/A-2018

⁸ 3196/A-99, 3196/A-2000, 3196/A-2001, 3196/A-2002, 3196/A-2003, 3196/A-2004, 3196/A-2005, 3196/A-2006, 3196/A-2007, 3196/A-2008, 3196/A-2009, 3196/A-2010, 3196/A-2011, 3196/A-2012, 3196/A-2013, 3196/A-2014, 3196/A-2015, 3196/A-2016, 3196/A-2017, 3196/A-2018, 3196/A-2019, 3196/A-2020, 3196/A-2021, 3196/A-2022

Obligation to Pay Business Tax

- 6⁹ Every Person operating a Business within the boundaries of the Business Improvement Area shall pay the full amount of the Business Tax to the City on or before the due date stated on the Business Improvement Area Tax notice or 30 days from the date the tax notice is sent out, whichever is later.
- 7 A person who takes over the operation of a business shall be liable to pay the business tax imposed in respect of that business from the date the person took over operation of the business and for the remainder of the year.
- 8 Where, in the opinion of the Assessor, it is not practical to levy a Business Tax or Supplementary Business Tax on individual tenants or sub-tenants as a result of the short term of their tenancies, then the Business Tax or Supplementary Business Tax shall be levied on the owner or tenant or sub-tenant, as the Assessor deems appropriate.
- 9¹⁰ A person who ceases to carry on business shall notify the City in writing within 90 days to be eligible for proration of tax.

Supplementary Business Tax

- 10¹¹ The Assessor may prepare a Supplementary Business Tax Assessment Roll at any time or times during the year, for the purpose of assessing businesses.

⁹ 3196/A-2011, 3196/A-2012, 3196/A-2018, 3196/A-2021

¹⁰ 3196/A-2018, 3196/A-2021

¹¹ 3196/A-2020

11¹² A Supplementary Business Tax shall be levied at the same rate as the Business Tax rate for that year:

- (a) on each person who operates a business for a temporary period and whose name is not entered on the business tax roll;
- (b) on each person who moves into new premises or opens new premises or branches of an existing business, although the person's name is entered on the business tax roll;
- (c) on each person who begins operating a business and whose name is not entered on the business tax roll; and
- (d) on each person who increases the storage capacity or floor space of the premises occupied for the purposes of a business after the business tax roll has been prepared.

Proration of Taxes

12¹³ Notwithstanding anything contained herein, a person who is liable to pay Business Tax or Supplementary Business Tax shall be liable to pay the greater of the minimum tax or the prorated amount of tax based on the number days in the year in which the person operated the business.

13 Notwithstanding anything contained herein, a person who operates a business for a period of time not exceeding 30 days in total during the course of a year shall not be liable to pay either Business Tax or Supplementary Business Tax.

¹² 3196/A-2020, 3196/A-2021

¹³ 3196/A-2018

Penalties for Late Payment of Taxes

14¹⁴ DELETED

15¹⁵ DELETED

16¹⁶ Penalties shall be levied as per the Tax Penalty Bylaw

17¹⁷ A refund of overpayment or a rebate of business tax shall be made only on written application from the taxable business to the City. No refund of overpayment or rebate of business tax shall be made without verification of the business moving out of the Business Improvement Area¹⁸ or after January 31 of the year following the year the tax is levied.

Consequential Provisions

18 Bylaw No. 3128/95 and all amendments thereto are hereby repealed.

19 The provisions of the General Penalty Bylaw shall not apply to Business Tax, Supplementary Business Tax and penalties.

READ A FIRST TIME IN OPEN COUNCIL this 9 day of February A.D. 1998.

READ A SECOND TIME IN OPEN COUNCIL this 9 day of February A.D. 1998.

READ A THIRD TIME IN OPEN COUNCIL this 9 day of February A.D. 1998.

AND SIGNED BY THE MAYOR AND CITY CLERK this 9 day of February A.D. 1998.

¹⁴ 3196/A-2021

¹⁵ 3196/A-2017, 3196/A-2018, 3196/A-2020, 3196/A-2021

¹⁶ 3196/A-2017, 3196/A-2020, 3196/A-2021

¹⁷ 3196/A-2017

¹⁸ 3196/A-2018

“Morris Flewwelling”

“Kelly Kloss”

DEPUTY MAYOR

CITY CLERK



December 12, 2022

Downtown Business Association's 2023 Budget

Prepared by: Jennifer Hankey, Corporate Meeting Administrator
Department: Legal & Legislative Services

Report Summary & Recommendation:

The Downtown Business Association's 2023 Budget is being presented for Council's approval.

Proposed Resolution:

Resolved that Council of The City of Red Deer having considered the report from Legal & Legislative Services Department dated December 12, 2022 re: Downtown Business Association's 2023 Budget hereby approves the Downtown Business Association's 2023 Budget.

Rationale for Recommendation:

1. Business Improvement Areas (BIA) was established for Downtown Businesses in accordance with the Municipal Government Act
2. City Council to approve annual budget of the Downtown Business Association

Background:

In 1984 Council received a request from businesses located in the downtown area to establish a Revitalization Zone (BRZ) in accordance with the Municipal Government Act. Based on this and input from the downtown businesses, Council agreed to establish this zone. In 2017 the Municipal Government Act changed the name of these zones to the Business Improvement Areas (BIA). The Downtown Business Association's Board of Directors is responsible for the management of this zone, including preparation and administration of its budget.

Although the Board operates autonomously from The City of Red Deer, we are linked in the following ways:

- 1) Council appoints the members of the Board and has a member on the board.
- 2) City Administration has a liaison to the Downtown Business Association that ensures we are cooperating on initiatives, addressing opportunities, and leveraging resources.
- 3) The Downtown Business Association's Budget is approved by Council.
- 4) Any changes to the BIA Bylaw, including its boundaries, must be approved by Council.
- 5) The City, completes the business assessment, invoices and collects the BIA Tax for the Board. These invoices are sent out in May of each year to every person assessed for business purposes in the BIA. The due date for payment is June 30.

Discussion:



In September 2022 the Legal & Legislative Services Department received the Downtown Business Association's Budget for 2023. In setting their yearly budget, they like The City, consider a number of factors and develop a budget that complies with their own bylaws, their own procedures, the requirements of the City (including accounting based), their own organizations objectives, and their own environmental and other things that may have an impact on finances or operations.

As per legislative requirement, individual notices were mailed to every person assessed for business purposes within the BIA, stating that on December 12, 2022, at 10:30 a.m. Council will consider written or verbal presentations concerning the budget and consider approval of the budget following the presentations. At the time of this report, we have received no feedback from any members of the Association either for or against the budget.

Analysis:

The report and budget from the Downtown Business Association outlines the financial implications of approving this budget. If approval of this budget is received, an amendment to the Business Improvement Area Business Tax Bylaw would come forward to council at a future meeting.

September 27th 2022

Dear Downtown business community

Please find attached the DBA Board approved 2023 Downtown Business Association (DBA) budget.

After a full 3 years of a 0% increase to the budget, the time has come to re-evaluate the DBA budget, start building on the successes of 2022 and begin work on the 2023-25 strategic plan.

We have a full slate of activities planned for next year, including our new ambitious standard – involvement in 250 events throughout the 2023 year (up from 170 per year)! We know events drive foot traffic into the core and the DBA Host It! program is designed to support any business or event organizer that wishes to bring or launch an event downtown, the DBA does this by subsidizing their costs and providing assistance in the navigation of municipal requirements along with free of charge equipment loan outs.

Our most popular subsidized programs will continue with a budget increase to reflect demand, Crime Prevention Through Environmental Design (CPTED) and Façade & Shopfront Improvement subsidies. Both programs regularly reach capacity and are designed to improve the look of the front of your business or add elements that limit any unwanted activity happening around your establishment.

2022 has been a very positive year for downtown with the launch of the Entertainment District and the addition of a minimum of 50 new businesses within the Business Improvement Area (BIA) year on year. To meet the needs of our growing business community the 2023 budget sees an increase of 5% on the total annual levy, which translates to a \$12,500 increase over the year. You will also note that we are supplementing the budget with an injection of \$24,578, which will come from DBA reserves. The DBA overall budget is \$752,086 for 2023, with only \$264,500 being generated by the DBA levy. The rest of the funds are raised through external contracts which generate further investment into the beneficial programs and services provided by your DBA.

If you have any questions regarding your levy amount or payments, please direct them to City Hall as per the information in the attached letter. Any questions regarding your DBA, the budget



or the services it provides, please contact your Executive Director at amanda.gould@downtownreddeer.com or using the details below.

Regards

Brandon

Brandon Bouchard
DBA Board Chair



2022 Council

	2022 Council Approved Budget	2023 Budget	Change	% Change
REVENUE				
Business Improvement Area (BIA) levy	\$ 252,000	\$ 264,500	\$ 12,500	4.96%
Environmental contract (Clean Team)	\$ 187,835	\$ 187,835	\$ -	0.00%
DBA Reserve	\$ 28,141	\$ 24,576	\$ (3,565)	-12.67%
Event/program	\$ 16,400	\$ 17,700	\$ 1,300	7.93%
Other	\$ 8,000	\$ 7,775	\$ (225)	-2.81%
Grant	\$ 4,200	\$ 4,200	\$ -	0.00%
Rental	\$ 11,000	\$ 11,000	\$ -	0.00%
Interest	\$ 500	\$ 500	\$ -	0.00%
Admin Fee	\$ -	\$ 12,000	\$ 12,000	#DIV/0!
Needle Debris contract	\$ -	\$ 80,000	\$ 80,000	#DIV/0!
Washroom contract	\$ -	\$ -	\$ -	#DIV/0!
Cannery Row Clean Team	\$ -	\$ 12,000	\$ 12,000	#DIV/0!
Railyards Community Liaison Contract	\$ -	\$ 80,000	\$ 80,000	#DIV/0!
Railyards Vandalism Grant	\$ -	\$ 50,000	\$ 50,000	#DIV/0!
	\$ 508,076	\$ 752,086	\$ 244,010	47.35%
EXPENSES				
Salaries & benefits	\$ 271,201	\$ 154,076	\$ (117,125)	-43.19%
Activities/programs	\$ 60,500	\$ 39,375	\$ (21,125)	-34.92%
Advertising and promotion	\$ 38,700	\$ 39,025	\$ 325	0.84%
Amortization	\$ -	\$ -	\$ -	0.00%
Assessment & tax administration	\$ 13,275	\$ 13,433	\$ 158	1.19%
Bookkeeping/audit	\$ 16,300	\$ 16,300	\$ -	0.00%
Computers	\$ 6,400	\$ 6,400	\$ -	0.00%
Events, networking & meetings	\$ 20,100	\$ 20,142	\$ 42	0.21%
Insurance	\$ 7,300	\$ 4,700	\$ (2,600)	-35.62%
Interest & bank charges	\$ 850	\$ 850	\$ -	0.00%
Office Furnishings	\$ 500	\$ 500	\$ -	0.00%
Office supplies	\$ 4,500	\$ 4,500	\$ -	0.00%
Photocopier/printer lease	\$ 4,500	\$ 4,500	\$ -	0.00%
Rent	\$ 48,100	\$ 48,100	\$ -	0.00%
Software	\$ 1,200	\$ 1,200	\$ -	0.00%
telephone & Internet	\$ 3,700	\$ 3,700	\$ -	0.00%
Travel	\$ 3,000	\$ 3,000	\$ -	0.00%
Utilities	\$ -	\$ -	\$ -	0.00%
Contract Costs	\$ -	\$ 186,110	\$ 186,110	
Environmental Contract	\$ -	\$ 148,225	\$ 148,225	
Railyards Vandalism Grant Reimbursement	\$ -	\$ 50,000	\$ 50,000	
Website	\$ 2,950	\$ 2,950	\$ -	0.00%
Total Operating Expenses	\$ 503,076	\$ 747,086	\$ 244,010	48.50%
Environmental Contract Capital	\$ 5,000	\$ 5,000	\$ -	0.00%
Total	\$ 508,076	\$ 752,086	\$ 244,010.00	48.03%



2022 Council

	2022 Council Approved Budget	2023 Budget	Change	% Change
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Business Improvement Area (BIA) levy	\$ 252,000	\$ 264,500	\$ 12,500	4.96%
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Needle Debris contract	\$ -	\$ 80,000	\$ 80,000	#DIV/0!
Washroom contract	\$ -	\$ -	\$ -	#DIV/0!
Cannery Row Clean Team	\$ -	\$ 12,000	\$ 12,000	#DIV/0!
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Office Furnishings	\$ 500	\$ 500	\$ -	0.00%
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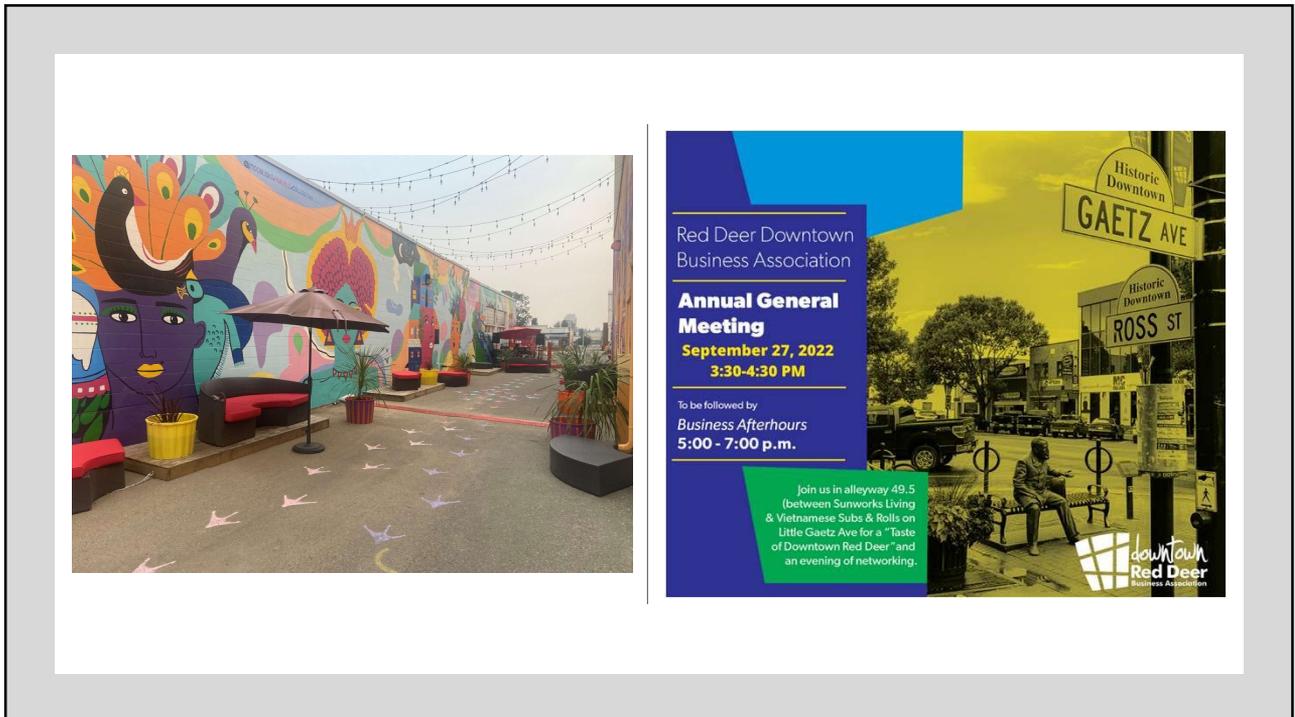


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Item No. 5.2.a.



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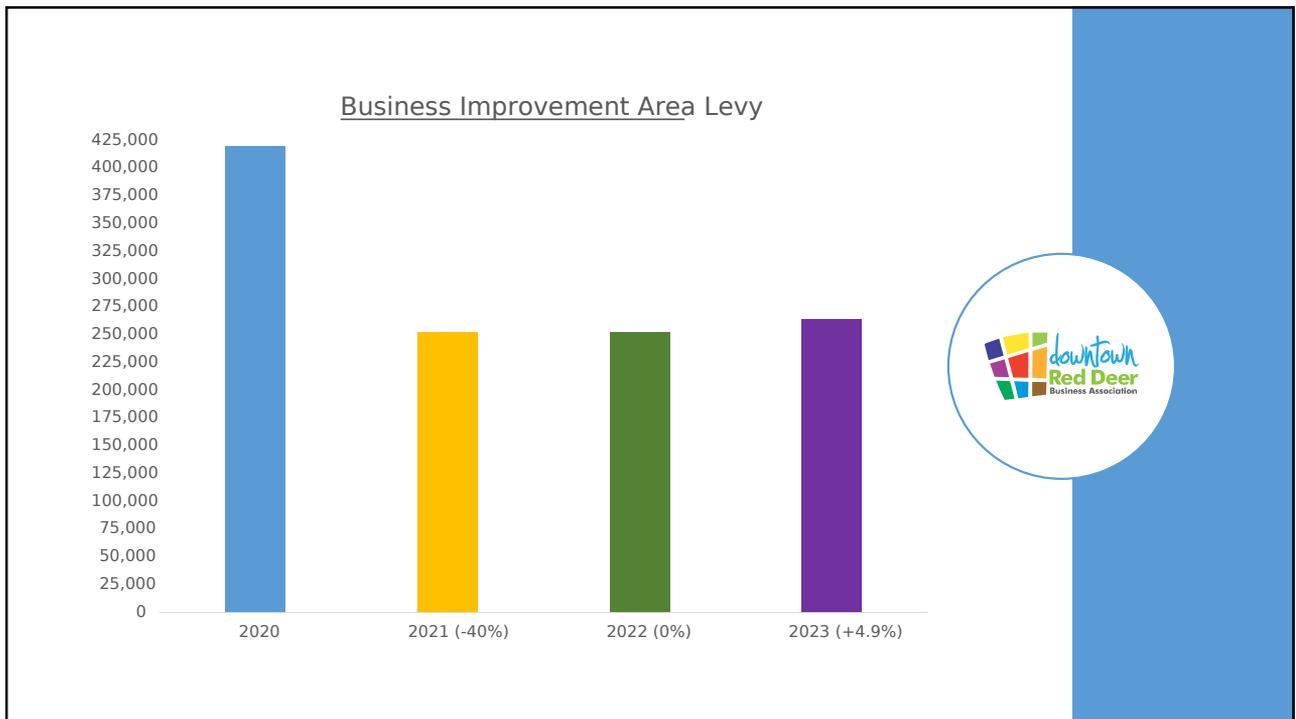


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Item No. 5.2.a.



5



6

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7

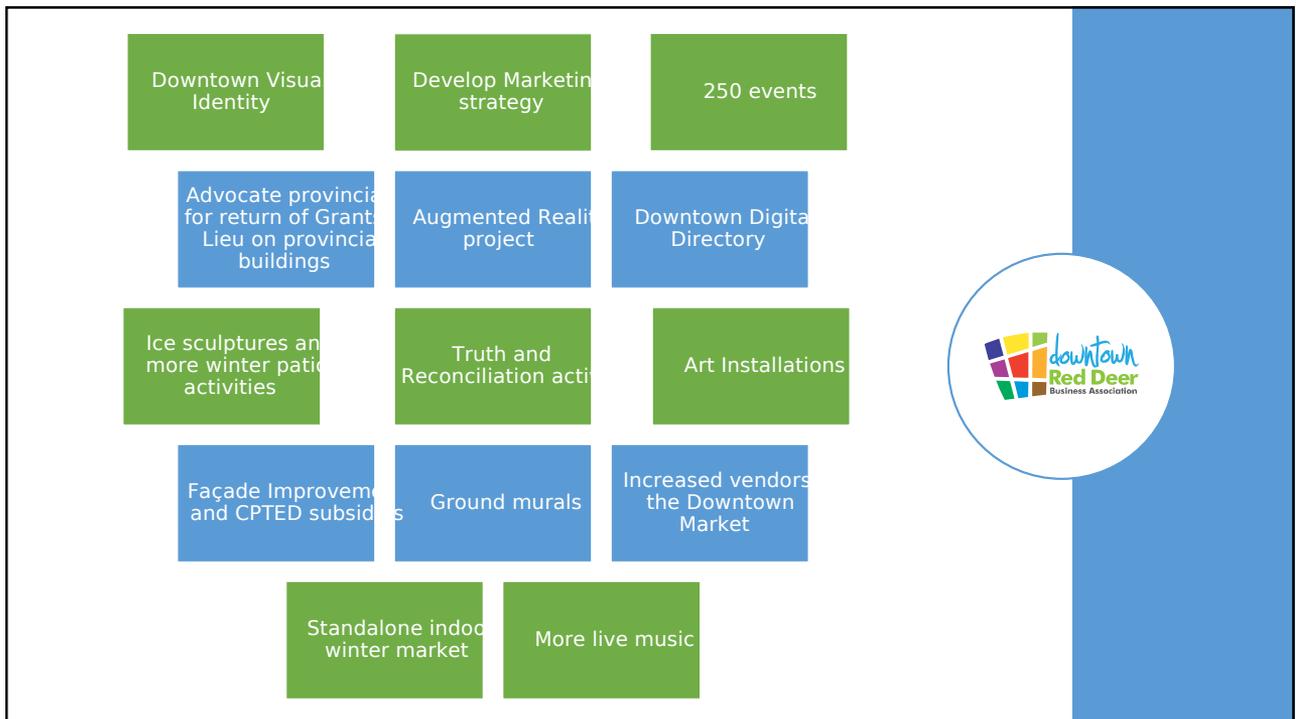
Everybody Boutique **Red Deer Floral** **Del - Light Esthetics**
Stardust beauty **Charlie's Massage** **The Runwa Cafe**
Downtown Wigs **Queens Massage** **Blondie & Ginger**
Victorious Beauty

downtown Red Deer Business Association

8

<p>New Strategic Plan for 2023-25</p>	<p><u>Vision</u> Downtown Red Deer is a vibrant, diverse, engaged and healthy community</p>
	<p><u>Focus</u> Create business attraction strategy Deliver 250 events Complete visual identity (with CoRD) Implement marketing strategy</p>

9



10

Item No. 5.2.a.





April 17, 2023

Westerner Exposition Association Loan Bylaw

Consideration of Second and Third Reading

Prepared By: Jennifer Hankey, Corporate Meeting Administrator
Department: Legal and Legislative Services

Report Summary

The attached reports are being brought forward from the Monday, March 20, 2023, City Council meeting.

Recommendation:

Council considers second and third reading of Bylaw 3697/2023.

Background:

On March 20, 2023, Council gave first reading to Bylaw 3697/2023 (a borrowing bylaw) for a loan of up to \$1,000,000 to the Westerner Exhibition Association to be used for Operating Expenses.

Proposed Resolutions:

That Bylaw 3697/2023 be read a second and third time.



Originally submitted at the
March 20, 2023 Council
Meeting

March 20, 2023

Westerner Exposition Association Loan Bylaw

Prepared by Ray MacIntosh, Chief Financial Officer
Department Financial Services

Report Summary and Recommendations

Council hereby authorizes a loan to the Westerner Exposition Association (WEA) to be used for operations.

The following terms apply:

- (a) Principal amount: up to \$1,000,000
- (b) Interest rate: simple interest at a maximum of 4.91% per annum
- (c) Term of loan: 5 years
- (d) Terms of loan: Annual payments beginning no later than one year from any proceeds Access CIBC line of credit first, then use this short-term lending. Payment priority is City short-term lending, then CIBC line of credit

Proposed Resolution

That Bylaw 3697/2023 be read a first time.

If first reading is given, Bylaw 3697/2023 will be advertised and brought back to the April 2023 Council Meeting for consideration of second reading.

Rationale for Recommendation

1. The Loan bylaw forms part of the decision by Council to support WEA in their short-term funding requirements.
2. The lending rate mirrors the current 5-year rate of Loans to Local Authorities represents the lost investment revenue to the City. The expectation is this is short-term bridge funding in addition to existing CIBC line of credit, but the existing CIBC funds will be exhausted before requesting City funding.
3. The City bridge funding would be paid prior to the CIBC funding, and would normally be within months, with a maximum term of 5 years stated in the bylaw.

Background

As provided in the comprehensive Council report on the update of the WEA Relationship Agreement, Administration recommended short-term bridge financing on a contingent basis to WEA.

WEA has an existing \$1 million line of credit with CIBC, but at times during their regular operating cycle, WEA has nearly exhausted this. In the near term, without sufficient reserves or working capital, WEA has no other alternatives to meet payment obligations. The nature of the special event hosting is up front expenses followed by revenues post event. To provide the backing needed to host large events, WEA may at times require more than the CIBC line of credit.

Prior Council/Committee Direction

This report and accompanying loan bylaw is in conjunction with the WEA Relationship Update report.

Legislative Context

The Municipal Government Act S. 264(2) in part states that:

A municipality may

- (a) lend money to a non-profit organization, or
- (b) guarantee the repayment of a loan between a lender and a non-profit organization

if the council considers that the money loaned or money obtained under the loan guaranteed will be used for a purpose that will benefit the municipality.

The Municipal Government Act S. 265 states that:

- (1) A municipality may only lend money to a non-profit organization, one of its controlled corporations or the designated seller within the meaning of section 30(1) of the Distribution Act, SA 1994 cG-1.5 as it read on June 30, 1998, if the loan is authorized by a bylaw.
- (2) The bylaw authorizing the loan must set out:

- a. the amount of money to be loaned and, in general terms, the purpose for which the money that is loaned is to be used;
 - b. the minimum rate of interest, the term and the terms of repayment of the loan;
 - c. the source or sources of the money to be loaned.
- (3) The bylaw that authorizes the loan must be advertised.

Strategic Alignment

This aligns with the Council's strategic plan in the category of Thriving City, specifically the outcome of "financially responsible".

Stakeholder Consultation

WEA administration and board have been consulted in the proposed short-term bridge financing proposed.

Timelines and Impending Deadlines

The proposed timeline is suggested for this loan bylaw:

March 20 - first reading

Week of March 20 to 24 - first week of advertisement

Week of March 27 to 31 - second week of advertisement

April 3 - second and third reading

May 3 - bylaw is valid, and lending may occur.

Analysis

The following terms and conditions of the loan are in the bylaw and be incorporated into the agreement:

- Up to \$1 million may be provided.
- Bears simple interest of 4.91% per annum (based upon the current Loans Authorities 5-year term)
- Term of loan is a maximum of five years (Administration fully expects any disbursement to be repaid within months, even if the bylaw sets a maximum term)
- Payments to be made annually (again, Administration expects repayment within months, however a minimum annual payment is a bylaw term)
- CIBC line of credit would be exhausted before requesting City funding.
- For repayment, the City short-term financing would take priority and be paid before the CIBC line of credit

Financial

It is Administration's recommendation to provide short-term bridge financing to WEA for the good of the community. Support to this institution is reasonable given the consequences.

providing support and the projections of repayment and improvements to liquidity over a longer term.

However, the City is not a bank, and we do not like acting like a bank. The terms and conditions are simple to administer and reasonable considering the circumstances, but the City were to believe an alternative source of funding were available to WEA, or if this was in the best interest of the community, Administration would not be making this recommendation.

Regulatory and Compliance (including Legal)

Explain legal implications this item may have, including the risks of not taking the proposed action. If your report mentions Legal, legal advice, or court proceedings, it is your responsibility as the writer to submit it to Legal Services. They must review the report and its regulatory and compliance impact before you can submit it. If you don't, it could cause major delays, and your report could get moved to a later Council meeting.

Other risks

Corresponding risks are detailed within the WEA Relationship Update report to Council. Risks should not be detailed in isolation of the overarching situation and recommendations to Council.

BYLAW 3697/2023
OF THE CITY OF RED DEER
IN THE PROVINCE OF ALBERTA

WHEREAS, pursuant to Section 265 of the *Municipal Government Act*, RSA 2000, c.M-26, a municipality may lend money to a non-profit organization or one of its controlled corporations provided that the loan is for a purpose beneficial to the municipality and provided that the loan is authorized by a bylaw;

AND WHEREAS, the Westerner Exposition Association (the "Association") has requested a loan from the City of Red Deer in the amount of up to One Million Dollars (\$1,000,000) in short-term bridge financing to replace lost revenues that the Association has experienced due to multiple factors;

AND WHEREAS, Council for the City of Red Deer deems the Westerner Exposition Association's request for the money to be of benefit to the municipality.

NOW THEREFORE COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1 Council hereby authorizes a loan to the Westerner Exposition Association to be used as short-term bridge financing to replace lost revenues that the Association has experienced.

The following terms apply:

- (a) Principal amount: up to \$1,000,000
- (b) Interest rate: - simple interest at a maximum of 4.91% per annum
- (c) Term of loan: - 5 years
- (d) Terms of loan: - Annual payments beginning no later than 1 year after any proceeds are received
- The Association must exhaust CIBC LOC before using this loan
- Payment priority is City short-term lending, then CIBC LOC

2 The City Manager is authorized to enter into a loan agreement with the Westerner Exposition Association on the terms set out in this bylaw and in a form satisfactory to the City Solicitor.

3 The source of the funds loaned is from the Operating Reserve - Tax Supported.

4 This bylaw shall come into effect on the day it is passed.

READ A FIRST TIME IN OPEN COUNCIL this _____ day of _____ 2023.

READ A SECOND TIME IN OPEN COUNCIL this _____ day of _____ 2023.

READ A THIRD TIME IN OPEN COUNCIL this _____ day of _____ 2023.

AND SIGNED BY THE MAYOR AND CITY CLERK this _____ day of _____ 2023.

MAYOR

CITY CLERK



April 17, 2023

Land Use Bylaw Amendment 3357/F-2023 Proposal to Rezone 3718 46 St from R1A to R2

Consideration of Second and Third Reading

Prepared By: Jennifer Hankey, Corporate Meeting Administrator
Department: Legal and Legislative Services

Report Summary

The attached reports are being brought forward from the Monday, March 20, 2023, City Council meeting.

Recommendation:

Council considers second and third reading of Bylaw 3357/F-2023.

Background:

On March 20, 2023, Council gave first reading to Bylaw 3357/F-2023 (an amendment to the Land Use Bylaw to rezone 3718 46 Street from R1A to R2)

Proposed Resolutions:

That Bylaw 3357/F-2023 be read a second and third time.



Originally submitted at the
March 20, 2023 Council
Meeting

March 20, 2023

Land Use Bylaw Amendment 3357/F-2023 Proposal to Rezone 3718 46 St from R1A to R2

Prepared by Dayna Facca, Senior Planner
Department City Planning and Growth

Report Summary

Administration has received an application to amend the Land Use Bylaw to rezone 3718 46 Street, in the Eastview neighbourhood, from R1A Residential (Semi Detached Dwelling) District to R2 Residential (Medium Density) District. The amendment will enable a small increase in density on the site. Currently the site is undeveloped.

Administration recommends first reading of Land Use Bylaw 3357/F-2023 as it is consistent with City policy.

Proposed Resolution

That Bylaw 3357/F-2023 be read a first time.

If first reading is given these bylaws will be advertised with a Public Hearing to be held on March 17, 2023.

Rationale for Recommendation

1. Proposed amendment aligns with City policy.

The Municipal Development Plan (MDP) includes policies encouraging infill development on vacant or underutilized parcels of land in established areas and intensification in established neighborhoods through residential and mixed-use development where there is adequate capacity in major municipal infrastructure. The Neighbourhood Planning and Design Standards (NPDS) also encourage a mix of housing forms.

2. The Eastview neighbourhood includes a mix of housing types.

Regardless of zoning, there are apartments, duplexes, multiplexes, row housing and family homes throughout Eastview. A map outlining the variety of housing types is included in Appendix B.

3. The Eastview neighbourhood has capacity for increased density.

Neighbourhood density for new neighborhoods is 17.0 dwelling units per net developable hectare as per the NPDS. Eastview is considered a mature neighbourhood and its current density is estimated to be 13.25 dwelling units per net developable hectare.

Background

An application has been received to amend the Land Use Bylaw to rezone 3718 46 Street in the Eastview neighbourhood, from R1A Residential (semi detached dwelling/duplex) District to R2 Residential (medium density) District. The applicant is applying to rezone the property to gently increase the density. The applicant would like to construct a new residential development on the vacant property that is non-intrusive in its design and contains slightly more units than adjacent properties.

The site is currently vacant. The immediate street context is zoned R1A with a mix of semi-attached housing and single family homes. The property has a rear lane. An overview of the property is outlined in Appendix A.

Strategic Alignment:

The 2023-2026 Strategic Plan is divided into three key focus areas: Thriving City, Community Health & Wellbeing, and Connected & Engaged City. These focus areas contain aspirational goals and outcomes to achieve by 2026. The application is consistent with Community Health & Wellbeing as it creates housing diversity and neighbourhood inclusivity for different demographics.

Policy Linkage:

The Municipal Development Plan (MDP) provides policy direction to encourage infill development. The application is consistent with the MDP.

The Neighbourhood Planning Design Standards (NPDS) encourages a variety of housing types within neighbourhoods and a density target of 17.0 dwelling units per net developable area. The application is consistent with the NPDS.

The Community Housing & Homelessness Integrated Plan (CHHIP) reflects on where the community has been, what the current housing and homelessness situation looks like, and projects our future housing needs. The application complements CHHIP goals.

Appendix C contains relevant policies identified above.

Stakeholder Consultation:

The application was circulated to City departments and external agencies for review. No concerns were raised.

A public consultation package was sent to property owners within 100m of the subject property for a total of 60 letters.

Two comment sheets and one phone call were received regarding the application. A copy of the comments received can be found attached in Appendix D. Concerns raised related to traffic, parking, noise, overcrowding, and the type of building that could be developed.

The concerns regarding parking availability and development type can be addressed through the Development Permit process should the rezoning application be approved.

Analysis

The application proposes to gently increase the density in the area by rezoning the property from R1A to R2. Small scale infill projects are a sensitive way to provide more housing, increase density, limit traffic and parking conflicts, and efficiently use existing infrastructure.

Eastview currently includes a variety of housing forms: apartments, duplexes, multiple housing, and single family homes. It is a mature neighbourhood that is slowly transitioning and redeveloping into more modern housing. The proposed application aligns with this trend.

The current estimated density for Eastview is 13.25 dwelling units per net developable hectare. Neighbourhood density for new neighborhoods is 17.0 dwelling units per net developable hectare.

Possible residential developments under the R2 District include a single family home, a family home with a secondary suite, a semi-detached dwelling unit (duplex), or a multi-unit dwellings (tri-plex/fourplex). Each development type would be guided by R2 District regulations such as landscaping, parking, and setback requirements which would limit the number of units that could be constructed. The size of the property also limits what could be developed. The maximum size of development, should the application be approved, is four units (fourplex) based on site limitations and R2 District regulations.

The Land Use Bylaw (LUB) Mature Neighbourhood Overlay District ensures redevelopment that occurs in mature neighbourhoods is compatible with the existing residential development within the immediate street context. For example, redevelopment needs to fit with existing buildings in terms of the scale and form. The Mature Neighbourhood Overlay District is applicable in this area and will apply to the redevelopment design.

Should the rezoning application be approved, the next step for the applicant would be to apply for a development permit to allow a specific use. See Appendix C for a comparison table between existing R1A zoning and the proposed R2 zoning,

Appendices

Appendix A - Location Map, Land Use Map, and Air Photo

Appendix B - Map of Housing Types in Eastview

Appendix C - Relevant City Policies, Objectives, and Regulations

Appendix D - Neighbourhood Referral and Comment Sheets

Appendix E - Applicant Rationale



Schedule "A"
Proposed Amendment to Land Use Bylaw 3357/2006



Change District

☒ R1A to R2 - Residential (Medium Density) District

Proposed Amendment

Map: 5/2023
Bylaw: 3357/F-2023
Date: Jan. 19, 2023



Appendix A - Location Map, Land Use Map, and Air Photo



Land Use Map



Property – 3718 46 ST



Aerial Photo

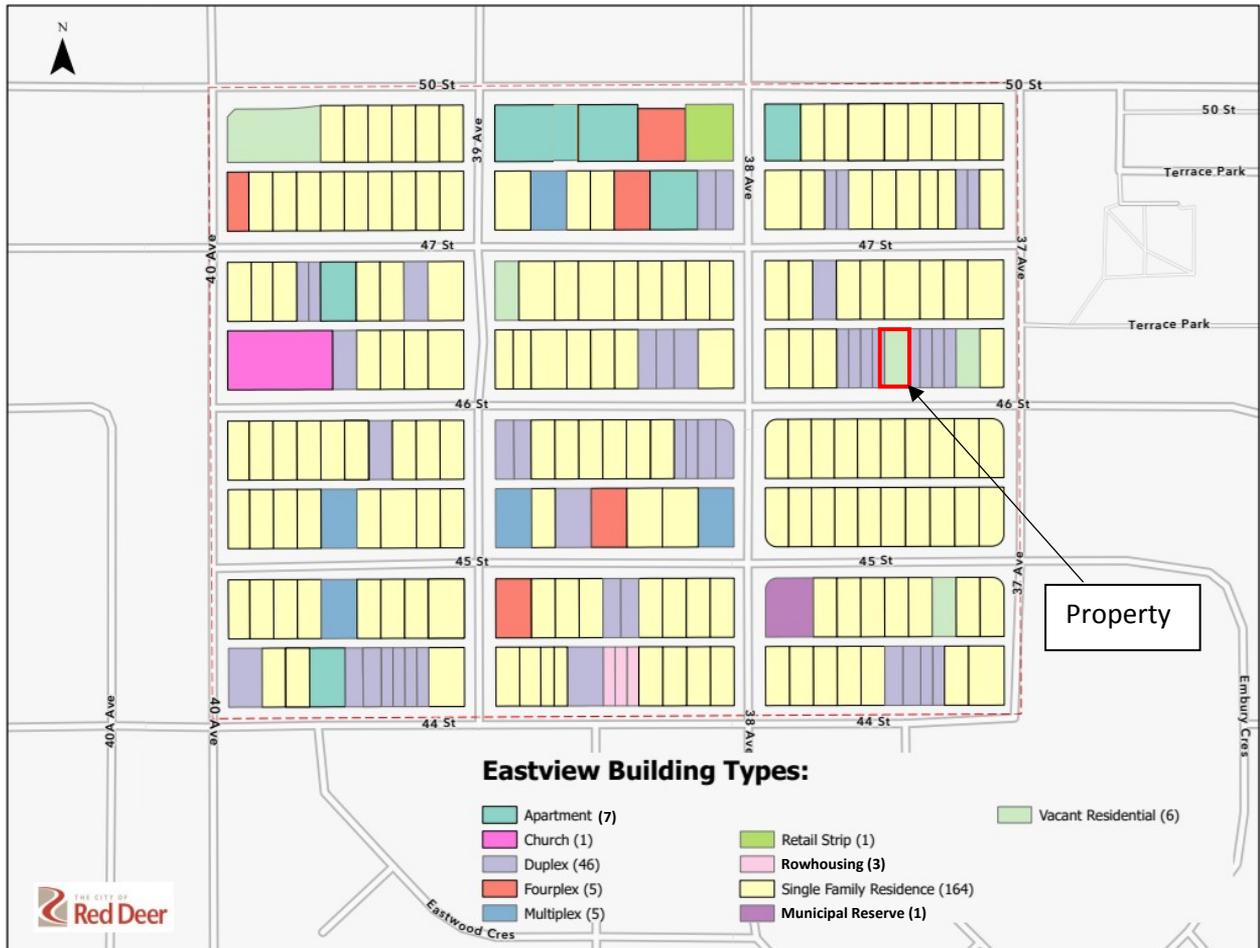


North



Appendix B - Map of Housing Types in Eastview

The map below outlines the existing housing types in the Eastview neighbourhood. There are apartments, duplexes, multiplexes, row housing, and single family homes.





Appendix C - Relevant City Policies, Objectives, and Regulations

Municipal Development Plan

5.18 Infill Development The City should support infill residential and commercial development on vacant or underutilized parcels of land in established areas, particularly along major transit routes

10.9 Intensification shall be encouraged in established neighbourhoods through residential and mixed use infill projects where there is adequate capacity in major municipal infrastructure and in accordance with the infill guidelines referred to in Policy 10.10, unless otherwise determined through an approved area structure plan or area redevelopment plan.

Neighbourhood Planning Design Standards

Principle 6: Housing Opportunity and Choice - Neighbourhoods provide a mixture of unit sizes and housing types. Housing options provide choice within the neighbourhood, appealing to a range of incomes, family types and opportunities for 'aging in place'.

4.1 Achieve an overall housing density of 17.0 dwelling units per net developable hectare (6.9 du/net developable acre) calculated on a quarter section basis.

Community Housing & Homelessness Integrated Plan

Priority 3: Housing Options - Housing needs to be diverse, integrated in communities, affordable, safe, and appropriate. Innovative housing solutions, increasing development capacity, a more equitable lense towards ownership and housing retention and engagement of the private sector are within reach.

Land Use Bylaw

R1A Residential (Semi-Detached Dwelling) District	R2 Residential (Medium Density) District
Floor Area Minimum Detached dwelling: Frontage in m x 6 m but not less than 72.0 m ² Semi-detached dwelling: 72.0 m ² for each unit	Floor Area Minimum Detached dwelling: Frontage in m x 6.0 m Semi-detached dwelling: 65.0 m ² for each unit Multi-attached: 60.0 m ² for each unit
Site Coverage Maximum 40% (includes garage and accessory buildings)	Site Coverage Maximum 40% (includes garage and accessory buildings)
Building Height Maximum 2 storeys with a maximum of 10.0 m measured from the average of the lot grade	Building Height Maximum 2 storeys with a maximum total height of 10.0 m measured from the average of the lot grade except: <ul style="list-style-type: none"> ▪ Multiple family building 3 storeys ▪ 3 storeys for an Assisted Living Facility
Front Yard Minimum 6.0 m	Front Yard Minimum 6.0 m except multi-family which shall have a 7.5 m minimum
Side Yard Minimum	Side Yard Minimum



<p>Detached dwelling: 1.5 m Semi-detached dwelling unit (without side entry):1.5 m Semi-detached dwelling unit (with side entry): 2.4 m Special residential: 3.0 m</p>	<p>Detached dwelling: 1.5 m Semi-detached dwelling unit (without side entry):1.5 m Semi-detached dwelling unit (with side entry): 2.4 m Special residential: 3.0 m Multi-attached (without side entry):1.8 m Multi-attached (with side entry): 2.4 m Multiple Family Building, Assisted Living Facility, or Temporary Care Facility: <ul style="list-style-type: none"> • Buildings up to 2 storeys: 3.0m • Buildings of 3 storeys: 4.5m </p>
<p>Rear Yard Minimum 7.5 m</p>	<p>Rear Yard Minimum 7.5 m</p>
<p>Lot Depth Minimum 30.0 m</p>	<p>Lot Depth Minimum 30.0 m</p>
<p>Landscaped Area 35% of site area</p>	<p>Landscaped Area 35% of site area</p>
<p>Lot Area Minimum Detached dwelling 360.0 m² Semi-detached dwelling unit: 232.0 m² per dwelling unit</p>	<p>Lot Area Minimum Detached dwelling 360.0 m² Semi-detached: 232.0 m² per dwelling unit Multi-attached:185.0 m² per dwelling unit Multi-family: <ul style="list-style-type: none"> ▪ no separate bedroom: 74.0 m² per dwelling unit ▪ one bedroom:111.0 m² per dwelling unit ▪ more than one bedroom:139.0 m² per dwelling unit </p>
<p>Frontage Minimum Detached dwelling 12.0 m Semi-detached dwelling unit 7.6 m per unit</p>	<p>Frontage Minimum Detached dwelling unit: 12.0 m Semi-detached:7.6 m per dwelling unit Multi-attached building: 15.0 m except, if all units are side by side town or row housing units: 6.1 m per dwelling unit Multiple family building: 18.0 m</p>
<p>Parking Detached Dwelling, Semi-detached Dwelling fronting onto a public roadway: 2.0 per unit</p>	<p>Parking Detached Dwelling, Semi-detached Dwelling, Multi-attached Building fronting onto a public roadway: 2.0 per unit Multiple Family Building: 1.0 per one bedroom unit; 1.5 per two bedroom unit; 2.0 per three bedroom unit, plus 1.0 additional space for every 5.0 units which must be clearly identified as guest parking.</p>



Appendix D - Neighbourhood Referral and Comment Sheets

January 25 2023

«Prime_Owner_Name»

«Owner_Address_1»

«Owner_Address_2»

To: Landowners within 100 m of 3718 46 Street

**Re: Proposed Rezoning of 3718 46 Street from R1A to R2
Bylaw 3357/F-2023**

Why have you received this letter?

You are being notified of a proposed amendment to the Land Use Bylaw (Bylaw 3357/F-2023). As part of the City's overall evaluation process, landowners within 100 metres of the site are provided with an opportunity to review and comment on the proposed amendment. As you are a landowner within 100 metres of the subject site, you are invited to review and provide comments on the proposed amendments by **February 16th, 2023**.

What is being proposed?

The City Planning & Growth Department has received an application to amend the Land Use Bylaw to rezone 3718 46 Street from R1A Residential (Semi-Detached) District to R2 Residential (Medium Density) District to enable a greater density on the site. The site is currently vacant. Possible developments under the R2 District include Multi-Attached Dwellings or a Multiple Family Building. Either development type would be guided by landscaping, parking, and setback requirements which would limit the number of units constructed.

The definition of Multi-attached Building and Multiple Family Building are provided below for your reference.

Multi-attached Building means a residential building containing three or more dwelling units separated by common walls and located either on a single lot or each unit is on its own individual lot, and each dwelling unit having a separate, direct entrance from the exterior. This definition applies to forms of housing that include, but is not limited to, townhouses, row houses, triplexes and fourplexes.

A Multiple Family Building means a residential building containing three or more dwelling units having shared entrance facilities, in which the dwelling units are arranged in any horizontal or vertical configuration.



Should the rezoning application be approved, the applicant would then apply for a Development Permit to allow a specific use. Multi-attached Buildings and Multiple Family Buildings are discretionary uses in the R2 District. A discretionary use is a development that may be allowed by the City after considering the impacts to neighboring lands.

A map of the area has been attached for your reference (see below). The R1A and R2 districts can be found on the City's webpage at: <https://reddeer.ca/city-government/bylaws/land-use-bylaw/> (Scroll down and click on Land Use Bylaw 3357/2006 - Part 4 - Residential Districts and Regulations (pdf)).

Do I have to provide comments?

It is optional to provide comments. If you would like to submit comments, please do so by **February 16th, 2023**. Methods for submitting comments are outlined in the attached comment sheet.

What will happen if I submit comments?

All comments received will be reviewed by City of Red Deer City Planning & Growth staff. They will be incorporated into the report that will be presented to Council when they consider First Reading of the proposed amendment. The report containing your comments will form part of the public record. Personal information will not be redacted.

What is the next step for this amendment?

It is anticipated that the proposed bylaw will be presented to Council for consideration in the coming months. If Council gives First Reading to the proposed amending bylaw, Council must hold a Public Hearing prior to considering Second and Third Reading (adoption) of the proposed bylaw. Public Hearings are advertised in the Friday edition of the Red Deer Advocate and all landowners within 100 metres of the site will receive written notification of the Public Hearing. The Public Hearing is an opportunity for the public to speak directly to Council about any concerns they may have with the proposed bylaw.

Thank you for your consideration in this matter. Please do not hesitate to contact me if you require additional information or clarification.

Sincerely,

Dayna Facca, Senior Planner
403.406.8703
Dayna.facca@reddeer.ca



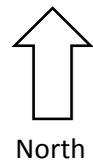
Land Use Map



Property – 3718 46 ST



Aerial Photo



North



Comment Sheet

**We invite you to provide feedback regarding the proposed Land Use Bylaw amendment.
Your feedback is important to us.**

Collection & Release of Your Information: The City is collecting your information and comments to be included in a report submitted to Council that will form part of the public record. Personal information will not be redacted. This is part of the referral process that is described in Section 2.19(5) of The City of Red Deer Land Use Bylaw. The personal information on this form is collected under the authority of the Municipal Government Act Section 3 and is protected under the provisions of the Freedom of Information & Protection of Privacy (FOIP) Act. The City will seek to balance the dual objectives of open government and protection of privacy. If you have questions about the collection and use of this information, please contact the Manager of City Planning & Growth at The City of Red Deer, 4914- 48 Ave, Red Deer, AB 403-304-8383.

Land Use Bylaw Amendment:	Bylaw 3357/F-2023 (3718 46 ST Rezoning)
Planner:	Dayna Facca, Senior Planner

Contact Information (please print)
Please provide comments by February 16th, 2023

Name: _____

Mailing Address: _____ Postal Code: _____

Phone #: _____ E-mail Address: _____

General Comments



CITY PLANNING & GROWTH DEPARTMENT

Comment Sheet

We invite you to provide feedback regarding the proposed Land Use Bylaw amendment.
Your feedback is important to us.

Collection & Release of Your Information: The City is collecting your information and comments to be included in a report submitted to Council that will form part of the public record. Personal information will not be redacted. This is part of the referral process that is described in Section 2.19(5) of The City of Red Deer Land Use Bylaw. The personal information on this form is collected under the authority of the Municipal Government Act Section 3 and is protected under the provisions of the Freedom of Information & Protection of Privacy (FOIP) Act. The City will seek to balance the dual objectives of open government and protection of privacy. If you have questions about the collection and use of this information, please contact the Manager of City Planning & Growth at The City of Red Deer, 4914- 48 Ave, Red Deer, AB 403-304-8383.

Land Use Bylaw Amendment:	Bylaw 3357/F-2023 (3718 46 ST Rezoning)
Planner:	Dayna Facca, Senior Planner
Please provide comments by February 16th, 2023	

Contact Information (please print)

Name: Shameema Sologar

Mailing Address: 27 Ayers Close Postal Code: T4R 1G3
Red Deer Ab

Phone #: 403-347 4227 E-mail Address: _____

General Comments

- ① Multifamily units will increase the traffic on 46 st.
- ② Street parking is already crowded.
- ③ A duplex will be okay and will maintain a better aesthetic for the street.
- ④ Noise and overcrowding could become an issue.



CITY PLANNING & GROWTH DEPARTMENT

Comment Sheet

We invite you to provide feedback regarding the proposed Land Use Bylaw amendment.
Your feedback is important to us.

Collection & Release of Your Information: The City is collecting your information and comments to be included in a report submitted to Council that will form part of the public record. Personal information will not be redacted. This is part of the referral process that is described in Section 2.19(5) of The City of Red Deer Land Use Bylaw. The personal information on this form is collected under the authority of the Municipal Government Act Section 3 and is protected under the provisions of the Freedom of Information & Protection of Privacy (FOIP) Act. The City will seek to balance the dual objectives of open government and protection of privacy. If you have questions about the collection and use of this information, please contact the Manager of City Planning & Growth at The City of Red Deer, 4914-48 Ave, Red Deer, AB 403-304-8383.

Land Use Bylaw Amendment:	Bylaw 3357/F-2023 (3718 46 ST Rezoning)
Planner:	Dayna Facca, Senior Planner
Please provide comments by February 16 th , 2023	

Contact information (please print)

Name: Jaslyn / Colleen Pilgum
Mailing Address: 3710-46 ST. Postal Code: T4N 1L6
Phone #: 587-273-0701 E-mail Address: colleen@underthiswing.ca

General Comments

Our major concerns involve street parking and type of building developed.

We are limited now in street parking. During street snow clearing so many cars were on the street that most of the street remained rutted and unplowed. The developer must provide on site parking



or we will all have no place to park.

The Lot in question was a drug house originally. We wish to remind you that there are seniors and many young families in this area. Is this Building going to be family friendly or low cost rentals for youth programs and group home situations.

The other empty Lot was again a Flephouse drug house with unsupervised youth living there. Keep our Neighbourhood Safe.

Please Note:

- Submissions from the public will appear on the Council Agenda in the same format that they were received. No personal information will be redacted.
- Anyone who submits materials marked "in confidence" or "confidential" will be contacted by Administration who will explain that materials cannot be submitted "in confidence" or "confidentially" as all material submitted for Council consideration must form part of the public record. The submitter will be given the option to withdraw their submission, submit a revised submission prior to the deadline or have their original submission included in the Agenda with the notation that the submission is not "confidential".
- Unsigned or anonymous letters or emails that do not provide a proper name for the party sending the email will not be accepted as there is no way for Council to properly weigh the contents of the letter.
- Administration may withhold a public submission from the Council Agenda if, after consulting legal counsel, they conclude the submission contains:
 - i. hate speech;
 - ii. discriminatory language; or
 - iii. defamatory language.

Administration shall contact the party making a submission that is being withheld under this section and advise them that the submission is being withheld and that if the party wants to make submissions to Council that they, or their delegate, can attend the Public Hearing to present their comments directly to Council during the Public Hearing.

Comment sheets may be submitted using the following options:

- Mail: The City of Red Deer, City Planning and Growth Department, Attention: Dayna Facca, Box 5008, Red Deer, AB, T4N 3T4
- Drop off: 4914 - 48 Avenue, Red Deer, AB
- Email: dayna.facca@reddeer.ca



Appendix E - Applicant Rationale

The rationale for our request of the proposed re zoning from R1A to R2 is to allow for slightly higher density on this site. Eastview location to schools, downtown and other amenities make it a great neighborhood to add density. Eastview currently has not fully filled secondary suite percentage of 15% which also shows there is room to add density as per the city. There are many positives to adding density in a very nonintrusive way. Some examples are efficient use of existing infrastructure, efficient utilization of land, creating a variety of housing and affordable housing, increase of safe rental stock and revitalizes communities.



**April 17, 2023 Regular Council Meeting
Public Hearing Comments**

REFERS TO:

Item 6.1.

Land Use Bylaw 3357/F-2023



Public Hearing Submission Form

All materials submitted for Council consideration at the Public Hearing must form part of the public record. Fields on this form are optional for completion. However, please note that in accordance with [Procedure Bylaw 3681/2022](#), unsigned or anonymous submissions will not be provided to Council or included in the public record as there is no way for Council to properly verify the contents of the submission.

If your submission exceeds the permitted character limit (maximum 7,500) for comments, or you have additional information to provide as part of your submission (e.g. pictures, videos, PowerPoint presentation), please email your submission to publichearings@reddeer.ca.

Submitter Information

First Name	Wendy
Last Name	Christianson
Address	3713 46 Street

Submission

Public Hearing Agenda Item	Change to zoning 3718 46 Steet
-----------------------------------	--------------------------------

Comments

I strongly object to this proposal and urge council to reconsider. (This property is nearly across the street from me) I am currently at the address remains as currently zoned for a duplex; anything larger than that is not acceptable. There is adequate parking for 2 more housing units but anything more would not have enough parking. This street is used daily by school buses, parents, this past winter and the snow removal policy created hazards that made it impossible to have 2 vehicles parked from each other. If there were an additional 4 vehicles looking for parking spaces, it would create a huge challenge for those whom already don't always see eye to eye with parking. Additionally, there will be a negative affect on property values on this street and neighborhood if anything other than a single house or duplex is allowed. If there is a developer who wants to build a duplex in, why not swap with the current vacant double lot on the corner of 38th Ave and 45 Street, where there is already a duplex across the street and where this lot has been vacant for over 25 years? Thank you

Disclosure of Personal Information

I have read and understand that, in accordance with [Procedure Bylaw 3681/2022](#), my first and last name, address, and comments provided on this Public Hearing Submission Form will be made publicly available in the Council agenda and will be included in the public record (<https://meeting.reddeer.ca/onbaseagendaonline/>).

I agree to the above statement

The City of Red Deer is collecting personal information for the purpose of administering the disclosure of comments to Council for their consideration at public hearings. The personal information on this form is collected under the authority of the Municipal Government Act Section 230 and 636 and is protected under the provisions of the Freedom of Information and Protection of Privacy (FOIP) Act. If you have any questions about the collection, use and protection of this information, please contact the Legal & Legislative Services, The City of Red Deer, Box 5008, Red Deer, AB T4N 3T4 or phone 403-342-8132.

Unsigned or Anonymous Submissions

Unsigned or anonymous letters or emails that do not provide a proper name for the party will not be accepted as there is no way for the Council to properly weigh the contents of the letter.

Confidential Submissions

If your submission is marked in confidence or confidential, the Clerk will contact you to discuss the following options:

- withdraw your submission; or
- submit a revised submission prior to the submission deadline on the subject matter; or
- have your original submission included in the Agenda with the notation that the submission is not confidential.

Hate Speech, Discriminatory or Defamatory Language

The Clerk may withhold a public submission from the Council Agenda if the Clerk, after consulting legal counsel, concludes the submission contains:

- hate speech;
- discriminatory language; or
- defamatory language.

If your submission is being withheld as a result of hate speech, discriminatory or defamatory language, the Clerk will contact you to discuss the options and advise that the submission is being withheld; however, you, or your delegate, can attend the Public Hearing to present your comments directly to Council during the Public Hearing.

Participation in Public Hearing

In addition to submitting this Public Hearing Submission Form, you may still participate in the Public Hearing. For more information on how to participate please visit [Public Hearings page](#).

From: kduhamel@gmail.com <kduhamel@gmail.com>

Sent: April 06, 2023 7:16 AM

To: Corporate Meeting <CorporateMeeting@reddeer.ca>

Subject: [External] RE: Rezone 3718 46 Street Red Deer (Bylaw Amendment 3357/F-2023)

I am in support of this zoning application. The zoning change from a R1A to R2 will allow the ability to add some density in a very nonintrusive way. It takes advantage of the city infrastructure that is in place, increase the potential for city tax revenue, makes way for more housing types and styles and it will create opportunities for affordable housing which is in short supply and high demand.

Thanks

Ken