

CITY COUNCIL

AGENDA

Monday, January 06, 2020 – Council Chambers, City Hall

Call to Order:	1:30 PM
Recess:	5:00 PM to 6:00 PM
Public Hearing(s):	6:00 PM

I. IN CAMERA MEETING

I.1. Motion to In Camera

I.1.a. Citizen Appointments to Committees - FOIP 24(1)(a) Advice from officials

I.1.b. Muni Serp Benefits - FOIP 24(1)(a) Advice from officials

I.1.c. City Manager Update: Funding Agreement - FOIP 24(1)(a) Advice from officials and FOIP 25(1)(c) Disclosure harmful to economic and other interests of a public body

I.2. Motion to Revert to Open Meeting

2. MINUTES

2.1. Confirmation of the Minutes of the December 3, 2019 Special Council Meeting
(Agenda Pages 1 – 5)

2.2. Confirmation of the Minutes of the December 9, 2019 Council Meeting
(Agenda Pages 6 – 20)

3. POINTS OF INTEREST

4. REPORTS

- 4.1. 2019/2020 Citizen Representative Appointments to Committees
(Agenda Pages 21 – 21)
- 4.2. 2024 Alberta Urban Municipalities Association (AUMA) Conference Hosting
(Agenda Pages 22 – 26)
- 4.3. Continuing the Journey: Operationalizing the Protocol Agreement
(Agenda Pages 27 – 33)
- 4.4. Vehicles for Hire Bylaw - Unified Licensing Pros/Cons & Fee Review
(Agenda Pages 34 – 163)
 - 4.4.a. Motion to Lift from the Table

5. PUBLIC HEARINGS

- 5.1. Land Use Bylaw Amendment 3357/M-2019
ICMU (Industrial/Commercial Mixed Use) District
(Agenda Pages 164 – 221)
 - 5.1.a. Consideration of Second Reading of the Bylaw
 - 5.1.b. Consideration of Third Reading of the Bylaw

6. ADJOURNMENT



UNAPPROVED - MINUTES

**of the Red Deer Special Council Meeting
held on, Tuesday, December 3, 2019
commenced at 9:36 AM**

Present: Mayor Tara Veer
Councillor Buck Buchanan
Councillor Michael Dawe
Councillor Tanya Handley
Councillor Vesna Higham
Councillor Ken Johnston
Councillor Lawrence Lee
Councillor Frank Wong
Councillor Dianne Wyntjes

City Manager, Allan Seabrooke
Director of Communications & Strategic Planning, Julia Harvie-Shemko
Director of Community Services, Sarah Cockerill
Director of Corporate Services, Lisa Perkins
Director of Development Services, Kelly Kloss
Director of Human Resources, Kristy Svoboda
Director of Planning Services, Tara Lodewyk
Director of Protective Services, Paul Goranson
City Clerk, Frieda McDougall
Deputy City Clerk, Samantha Rodwell
Corporate Meeting Administrator, Amber Senuk



I. REPORTS

I.1. Policing Review

Mr. Paul Goranson, Director of Protective Services introduced this item. Mr. Tim Swanson, Engagement Manager, KPMG; Mr. Sean Sparling, Policing Advisor, KPMG; and Ms. Julia Harvie-Shemko, Director of Communications & Strategic Planning spoke to this item.

Council recessed at 10:57 a.m. and reconvened at 11:17 a.m.

Council recessed at 12:11 p.m. and reconvened at 12:48 p.m.

Council recessed at 1:58 p.m. and reconvened at 2:07 p.m. Councillor Buck Buchanan did not return.

Councillor Buck Buchanan returned to Council Chambers at 2:08 p.m.

Moved by Councillor Buck Buchanan, seconded by Councillor Vesna Higham

Resolved that Council of The City of Red Deer having considered the report from Protective Services dated December 3, 2019 re: Policing Review hereby agrees to table consideration until Q1 2020 to allow for public feedback.

Prior to consideration of the motion, the following motions to amend were introduced:

Moved by Councillor Tanya Handley, seconded by Councillor Lawrence Lee

Resolved that Council of The City of Red Deer hereby agrees to amend the resolution by adding the following to the end of the resolution:

“and to request administration provide additional information and timeline on the work done to date and the status of the following items:

- Collision Centres
- Auxiliary policing
- Crime Mapping
- CPOs enhanced authorities
- Technology – Voice Recorders
- Annual Policing Plan re: service level standards
- and to further clarify recommendations on the Deployment of officers as it relates to recommendations within the report”



IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION TO AMEND CARRIED

Moved by Councillor Vesna Higham, seconded by Councillor Tanya Handley

Resolved that Council of The City of Red Deer hereby agrees to amend the resolution by adding the following to the end of the resolution:

“and further directs Administration to provide information on the following:

- Delineating the current salaries of average municipal police versus average RCMP members at the same/comparable position
- Copies of executive summary of transition plans/studies of Surrey and Richmond
- Past 10 years of the Maclean’s Crime Severity Rankings noting whether those are RCMP or municipal policing services
- Additional scenarios for post unionized RCMP wages”

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION TO AMEND CARRIED

Moved by Councillor Buck Buchanan, seconded by Councillor Vesna Higham

Resolved that Council of The City of Red Deer hereby agrees to amend the resolution by adding the following at the end of the resolution:

“ and further directs Administration to bring back additional information on the following:

- current Annual Policing Plan and existing police service levels/programs.”

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael



Dawe, Councillor Tanya Handley, Councillor Vesna Higham,
Councillor Ken Johnston, Councillor Lawrence Lee, Councillor
Frank Wong, Councillor Dianne Wyntjes

MOTION TO AMEND CARRIED

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

Resolved that Council of The City of Red Deer having considered the report from Protective Services dated December 3, 2019 re: Policing Review hereby agrees to table consideration until Q1 2020 to allow for public feedback and to request administration provide additional information and timeline on the work done to date and the status of the following items:

- Collision Centres
- Auxiliary policing
- Crime Mapping
- CPOs enhanced authorities
- Technology – Voice Recorders
- Annual Policing Plan re: service level standards
 - and to further clarify recommendations on the Deployment of officers as it relates to recommendations within the report.

And further directs Administration to provide information on the following:

- Delineating the current salaries of average municipal police versus average RCMP members at the same/comparable position
- Copies of executive summary of transition plans/studies of Surrey and Richmond
- Past 10 years of Maclean's Crime Severity Rankings noting whether those are RCMP or municipal policing services
- Additional scenarios for post unionized RCMP wages

And further directs Administration to bring back additional information on the following:

- current Annual Policing Plan and existing police service levels/programs.

IN FAVOUR:

Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham,



Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION AS AMENDED CARRIED

2. **ADJOURNMENT**

Moved by Councillor Michael Dawe, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer hereby agrees to adjourn the Tuesday, December 3, 2019 Special Council Meeting of Red Deer City Council at 3:40 p.m

IN FAVOUR:

Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

MAYOR

CITY CLERK



UNAPPROVED - MINUTES

**of the Red Deer City Council Regular Meeting
held on, Monday, December 9, 2019
commenced at 1:31 P.M.**

Present: Mayor Tara Veer
Councillor Buck Buchanan
Councillor Michael Dawe
Councillor Tanya Handley
Councillor Vesna Higham
Councillor Ken Johnston
Councillor Lawrence Lee
Councillor Frank Wong
Councillor Dianne Wyntjes

City Manager, Allan Seabrooke
Director of Communications & Strategic Planning, Julia Harvie-Shemko
Director of Community Services, Sarah Cockerill
Director of Corporate Services, Lisa Perkins
Director of Development Services, Kelly Kloss
Director of Planning Services, Tara Lodewyk
Director of Protective Services, Paul Goranson
City Clerk, Frieda McDougall
Corporate Meeting Administrator, Amber Senuk
Corporate Meeting Support, Jennifer Hankey
Public Works Manager, Greg Sikora
Inspections & Licensing Manager, Erin Stuart
Senior Planner, Kimberly Fils-Aime
Senior Planner, Orlando Toews

**I. IN CAMERA****I.1. Motion to In Camera**

Moved by Councillor Buck Buchanan, seconded by Councillor Tanya Handley

Resolved that Council of The City of Red Deer hereby agrees to enter into an In-Camera meeting of Council on Monday, December 9, 2019 at 1:31 p.m. and hereby agrees to exclude the following:

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

to discuss the following:

- Westerner Park Agreement – FOIP 24(1)(a) Advice from Officials, FOIP 25(1)(c) Disclosure harmful to economic and other interests of a public body and FOIP 27(1)(a) Privileged Information

IN FAVOUR:

Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

I.2. Westerner Park Agreement - FOIP 24(1)(a) - 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 as the topic under discussion related to their position within the organization:

Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes



City Manager Allan Seabrooke, City Clerk Frieda McDougall

1.3. Motion to Revert to Open

Moved by Councillor Buck Buchanan, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer hereby agrees to enter into an open meeting of Council on Monday, December 9, 2019 at 2:55 p.m.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

Council recessed at 2:55 p.m. and reconvened at 3:01 p.m.

2. MINUTES

2.1. Confirmation of the Minutes of the November 18/19, 2019 Capital Budget Meeting

Moved by Councillor Lawrence Lee, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer hereby approves the Minutes of the November 18/19, 2019 Capital Budget Meeting as transcribed.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

2.2. Confirmation of the Minutes of the November 25, 2019 Regular Council Meeting



Moved by Councillor Lawrence Lee, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer hereby approves the Minutes of the November 25, 2019 Regular Council Meeting as transcribed.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

3. REPORTS

3.1. Downtown Business Association's 2020 Budget

Amanda Gould, Executive Director of the Downtown Business Association presented this item.

Moved by Councillor Buck Buchanan, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer having considered the report from Legislative Services Department dated December 9, 2019 re: Downtown Business Association's 2020 Budget, hereby approves the Downtown Business Association's 2020 Budget.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

OPPOSED: Councillor Vesna Higham

MOTION CARRIED

3.2. Request to Table - Carriage Homes Study



Moved by Councillor Michael Dawe, seconded by Councillor Buck Buchanan

Resolved that Council of The City of Red Deer having considered the report from Planning Services dated December 9, 2019 re: Carriage Homes Study – Request to Table hereby agrees to table consideration of Carriage Homes Study to Q2 2020 to allow administration time to complete the study.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION TO TABLE CARRIED

3.3. Red Deer College - Land Use District Request for Time Extension

Moved by Councillor Lawrence Lee, seconded by Councillor Michael Dawe

Resolved that Council of The City of Red Deer having considered the report from Planning Services dated December 9, 2019 re: Red Deer College – Land Use District Request for Time Extension hereby agrees to the completion of a future district in 2020 to accommodate the evolutions of the Red Deer College to a University.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

3.4. Request to Table - Land Use Bylaw Clustering

Moved by Councillor Vesna Higham, seconded by Councillor Dianne Wyntjes



Resolved that Council of The City of Red Deer, having considered the report from the Planning Department dated December 9, 2019 re: Land Use Bylaw Clustering – Request to Table hereby agrees to table consideration of Land Use Bylaw Clustering to Q1 2020 to allow administration time to complete comprehensive community consultation.

IN FAVOUR:

Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION TO TABLE CARRIED

3.5. 2019/2020 Snow and Ice Control Program

Moved by Councillor Vesna Higham, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer having considered the report from Public Works, dated December 9, 2019 re: 2019/2020 Snow and Ice Control Program hereby agrees to amend the Integrated and Accessible Transportation Policy PS-A-2.2 as follows:

- 3(3)(a) (iii) by adding the words “5 to” in front of the words “10cm snow pack.”
- 3(3)(a) (iv) by adding the words “5 to” in front of the words “10cm snow pack.”
- 3(3)(a) (vi) deleting the words “to a pack of 5 cm” and by adding the words “5 to” in front of the words “10 cm snow pack.”

And further directs Administration to provide a report to open Council on the green and grey routes pilot by Q2 2020.

IN FAVOUR:

Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED



3.6. North Red Deer Regional Water Supply Commission Supply Line Project Funding

Moved by Councillor Lawrence Lee, seconded by Councillor Buck Buchanan

Resolved that Council of The City of Red Deer having considered the report from Financial Services dated November 25, 2019 re: North Red Deer Regional Water Supply Commission Supply Line Project Funding hereby agrees that the project will be reduced to a cost of \$2.5 million with \$1.25 million to be funded by the Water Utility Capital Reserve and \$1.25 million to be funded from Water Off-site Levy debt.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

3.7. Substance Use Debris Reduction - Grant Funds

Moved by Councillor Buck Buchanan, seconded by Councillor Vesna Higham

Resolved that Council of The City of Red Deer having considered the report from Social Planning dated December 9, 2019 re: Substance Use Debris Reduction – Grant Funds hereby accepts the grant from Alberta Health in the amount of \$40,000.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

4. BYLAWS

4.1. 2020 Capital Budget Borrowing Bylaws

**4.1.a. Bylaw 3634/2019 – Financing the G.H. Dawe Centre Enhancements**

Moved by Councillor Ken Johnston, seconded by Councillor Frank Wong

FIRST READING: That Bylaw 3634/2019 (a borrowing bylaw in the amount of \$5,090,000 for the purpose of financing the G.H. Dawe Centre Enhancements) be read a first time.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

OPPOSED: Councillor Tanya Handley, Councillor Vesna Higham

MOTION CARRIED

4.1.b. Bylaw 3635/2019 – Financing the South East Sector Transportation Improvements

Moved by Councillor Frank Wong, seconded by Councillor Ken Johnston

FIRST READING: That Bylaw 3635/2019 (a borrowing bylaw in the amount of \$22,643,000 for the purpose of financing the South East Sector Transportation Improvements) be read a first time.

IN FAVOUR: Councillor Ken Johnston, Councillor Frank Wong, Councillor Dianne Wyntjes

OPPOSED: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Lawrence Lee

MOTION DEFEATED

Council recessed at 5:15 p.m. and reconvened at 6:00 p.m.



5. PUBLIC HEARINGS

5.1. Land Use Bylaw Amendment 3357/DD-2019

Site Exception for Three Unit Multi-Attached Dwelling as a discretionary use 5835-60A Street (Riverside Meadows)

Mayor Tara Veer declared open the Public Hearing for Bylaw 3357/DD-2019, an amendment to the Land Use Bylaw for a site exception to add “Three Unit Multi-Attached Dwelling” as a discretionary use at 5835-60A Street (Riverside Meadows). As no one was present to speak to the bylaw, Mayor Tara Veer declared the Public Hearing closed.

Moved by Councillor Lawrence Lee, seconded by Councillor Tanya Handley

SECOND READING: That Bylaw 3357/DD-2019 (an amendment to the Land Use Bylaw for a site exception to add “Three Unit Multi-Attached Dwelling” as a discretionary use at 5835-60A Street in Riverside Meadows) be read a second time.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Dianne Wyntjes

OPPOSED: Councillor Frank Wong

MOTION CARRIED

Moved by Councillor Lawrence Lee, seconded by Councillor Tanya Handley

THIRD READING: That Bylaw 3357/DD-2019 be read a third time.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Dianne Wyntjes



OPPOSED: Councillor Frank Wong

MOTION CARRIED

6. BYLAWS – continued

6.1. 2020 Capital Budget Borrowing Bylaws - continued

. 6.1.a. Bylaw 3636/2019 – 2020 General Municipal Works Projects

Moved by Councillor Vesna Higham, seconded by Councillor Buck Buchanan

FIRST READING: That Bylaw 3636/2019 (a borrowing bylaw in the amount of \$10,304,000 for the purpose of financing the following 2020 General Municipal Works projects: Multimodal Transportation Plan, Enterprise Business Applications, Storm Water Infrastructure) be read a first time.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

6.1.b. Bylaw 3615/A-2019 – Project Funding Timeframe and Amount Funded

Moved by Councillor Buck Buchanan, seconded by Councillor Vesna Higham

FIRST READING: That Bylaw 3615/A-2019 (an amendment to borrowing bylaw 3615/2018 to increase the scope of the project funding timeframe from 2019-2020 to 2019-2025 and to increase the amount to be funded by \$17,010,000 for a total of \$20,585,000) be read a first time.



II

City Council Regular Meeting Minutes –
UNAPPROVED - Monday, December 9, 2019

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

OPPOSED: Councillor Tanya Handley, Councillor Vesna Higham

MOTION CARRIED

7. REPORTS - continued

7.1. Corporate Update on Cannabis Legalization

Moved by Councillor Dianne Wyntjes, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer, having considered the report from Planning Services, dated December 9, 2019 re: Corporate Update on Cannabis Legalization hereby directs Administration to bring forward principles on an amendment to the Land Use Bylaw for consideration to add Cannabis Retail Sales as a Discretionary Use in Commercial Districts where liquor sales is permitted.

IN FAVOUR: Mayor Tara Veer, Councillor Michael Dawe, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

OPPOSED: Councillor Buck Buchanan, Councillor Tanya Handley, Councillor Vesna Higham

MOTION CARRIED

Moved by Councillor Frank Wong, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer, having considered the report from Planning Services, dated December 9, 2019 re: Corporate Update on Cannabis Legalization hereby directs Administration to bring forward principles on an amendment to the Land Use Bylaw for consideration to add Cannabis Production Facilities as a Discretionary Use in II Industrial (Business Service) Districts.



IN FAVOUR: Councillor Michael Dawe, Councillor Ken Johnston, Councillor Frank Wong, Councillor Dianne Wyntjes

OPPOSED: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Lawrence Lee

MOTION DEFEATED

Moved by Councillor Buck Buchanan, seconded by Councillor Vesna Higham

Resolved that Council of The City of Red Deer hereby agrees to lift from the table consideration of Bylaw 3357/KK-2018, Bylaw 3357/LL-2018, Bylaw 3357/MM-2018 and Bylaw 3357/NN-2018.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION TO LIFT FROM THE TABLE CARRIED

Moved by Councillor Buck Buchanan, seconded by Councillor Michael Dawe

Resolved that Council of The City of Red Deer hereby agrees to table consideration of Bylaw 3357/KK-2018, Bylaw 3357/LL-2018, Bylaw 3357/MM-2018 and Bylaw 3357/NN-2018 to allow Administration time to develop bylaw amendments to be brought back to Council for consideration by March 30, 2020.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

OPPOSED: Councillor Vesna Higham

MOTION TO TABLE CARRIED

**8. BYLAWS - continued****8.1. Land Use Bylaw Amendment 3357/M-2019
ICMU (Industrial/Commercial Mixed Use) District**

Moved by Councillor Michael Dawe, seconded by Councillor Dianne Wyntjes

FIRST READING: That Bylaw 3357/M-2019 (an amendment to the Land Use Bylaw to create a new mixed use district, the IC Industrial/Commercial (Mixed Use) District) be read a first time.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Dianne Wyntjes

OPPOSED: Councillor Frank Wong

MOTION CARRIED

Council recessed at 8:10 p.m. and reconvened at 8:20 p.m.

9. IN CAMERA - continued**9.1. Motion to In Camera**

Moved by Councillor Buck Buchanan, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer hereby agrees to enter into an In-Camera meeting of Council on Monday, December 9, 2019 at 8:20 p.m. and hereby agrees to exclude the following:

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

to discuss the following:

- City Manager Update: Funding Agreement - FOIP 24(1)(a) Advice from



Officials, FOIP 25(1)(c) Disclosure harmful to economic and other interests of a public body and FOIP 27(1)(a) Privileged Information

IN FAVOUR:

Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

9.2. City Manager Update: Funding Agreement - FOIP 24(1)(a) - 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 as the topic under discussion related to their position within the organization:

Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

City Manager Allan Seabrooke, City Clerk Frieda McDougall

9.3. Motion to Revert to Open

Moved by Councillor Lawrence Lee, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer hereby agrees to enter into an open meeting of Council on Monday, December 9, 2019 at 10:06 p.m.

IN FAVOUR:

Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED



Moved by Councillor Vesna Higham, seconded by Councillor Dianne Wyntjes

Resolved that Council of The City of Red Deer having considered In Camera item 1.2 on December 9, 2019, re: City Manager Update: Funding Agreement hereby endorses the recommendations as presented In Camera and agrees that the contents of the report will remain confidential, as protected by the Freedom of Information and Protection of Privacy Act, section 24(1)(a) Advice from officials, Section 25(1)(c) Disclosure harmful to economic and other interests of a public body and Section 27(1) Privileged Information.

IN FAVOUR: Mayor Tara Veer, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong

MOTION CARRIED

10. ADJOURNMENT

Moved by Councillor Tanya Handley, seconded by Councillor Ken Johnston

Resolved that Council of The City of Red Deer hereby agrees to adjourn the Monday, December 9, 2019 Regular Council Meeting of Red Deer City Council at 10:09 p.m.

IN FAVOUR: Mayor Tara Veer, Councillor Buck Buchanan, Councillor Michael Dawe, Councillor Tanya Handley, Councillor Vesna Higham, Councillor Ken Johnston, Councillor Lawrence Lee, Councillor Frank Wong, Councillor Dianne Wyntjes

MOTION CARRIED

MAYOR

CITY CLERK



January 6, 2020

2019/2020 – Citizen Representative Appointments to Committees

Prepared By: Lynn Van Laar, Committees Coordinator

Department: Legislative Services

Report Summary & Recommendation:

Council appoints citizens to the various committees, boards, commissions, community engagement groups, and societies. The name of the applicant is submitted to Council in confidence.

Proposed Resolution

Resolved that Council of The City of Red Deer, having considered the report from Legislative Services, dated January 6, 2020 re: 2019/2020 – Citizen Representative Appointments to Committees, hereby appoints the following to serve on the Community Housing Advisory Board:

Aboriginal Representative on the Community
Housing Advisory Board (to the 2021
Organizational Meeting of Council)

Report Details

Background:

There is an Aboriginal Representative vacancy on the Community Housing Advisory Board.

Discussion:

The following summary indicates the appointment which is to be made to the Community Housing Advisory Board.

Community Housing Advisory Board – 1 Aboriginal Representative (to the 2021 Organizational Meeting of Council)

FILE COPY



Council Decision – January 6, 2020

DATE: January 9, 2020
TO: Tricia Hercina, Social Planning Manager
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: 2019/2020 Citizen Representative Appointments to Committees

Reference Report:

Legislative Services, dated January 6, 2020

Resolution:

At the Monday, January 6, 2020 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer, having considered the report from Legislative Services, dated January 6, 2020 re: 2019/2020 – Citizen Representative Appointments to Committees, hereby appoints the following to serve on the Community Housing Advisory Board:

Correna Rae - Aboriginal Representative on the Community Housing Advisory Board
(to the 2021 Organizational Meeting of Council)

Report back to Council:

No.

Comments/Further Action:

None.

A handwritten signature in blue ink, appearing to read 'Frieda McDougall'.

Frieda McDougall
Manager

- c. Committees Coordinator
Deputy City Clerk



January 9, 2020

2024 Alberta Urban Municipalities Association (AUMA) Conference Hosting

Prepared by: Julia Harvie-Shemko, Director
Department: Communications & Strategic Planning

Report Summary & Recommendation

For the first time, AUMA is seeking proposals to host the AUMA Convention and Trade Show from The City of Red Deer, the City of Calgary and the City of Edmonton. AUMA has asked The City of Red Deer to submit a proposal to host the AUMA Conference and Trade Show from September 25 – 27, 2024. They are also seeking proposals from the City of Calgary for the 2025 convention and from the City of Edmonton for the 2026 convention.

Submissions are due on Friday, January 17, 2020 and require a Council resolution supporting the submission.

It is recommended that The City of Red Deer submit a proposal to host the 2024 AUMA Conference and Trade Show

Proposed Resolution

Resolved that Council of The City of Red Deer having considered the report from Communications & Strategic Planning dated January 6, 2020 re: 2024 Alberta Urban Municipalities Association (AUMA) Conference Hosting hereby agrees to submit a proposal to host the 2024 Alberta Urban Municipalities Association (AUMA) Conference and Trade Show.

Background

In 2018, The City of Red Deer (CORD) hosted the annual Alberta Urban Municipalities Association (AUMA) Conference and Tradeshow. This event annually attracts municipal and provincial elected officials as well as senior municipal administrators, community, and business leaders from across Alberta. This was the first time this conference had been hosted outside of Calgary or Edmonton in 20 years. Red Deer previously hosted in 1991.

AUMA is seeking proposals to host the AUMA Convention and Trade Show from The City of Red Deer, the City of Calgary and the City of Edmonton. This conference is typically hosted in Edmonton and Calgary. AUMA has asked The City of Red Deer to submit a proposal to host



the AUMA Conference and Trade Show from September 25 – 27, 2024. They are also seeking proposals from the City of Calgary for the 2025 convention and from the City of Edmonton for the 2026 convention. The other conferences have already been assigned as follows:

- 2020 – City of Calgary
- 2021 – City of Edmonton
- 2022 – City of Calgary
- 2023 – City of Edmonton

Submissions are due on Friday, January 17, 2020 and require a Council resolution supporting the submission. Decisions will be communicated by February 3, 2020 to the municipalities.

The City of Red Deer meets the requirements to submit a proposal to host the 2024 AUMA Conference and Trade Show.

AUMA provides a choice: Provide sponsorship of at least \$40,000 for the conference or coordinate and host a municipal reception.

- In 2018, Red Deer opted out of the sponsorship and chose to host a reception. The vision of the host night reception was to offer an event completely different from what the delegates had experienced in past years in either Calgary or Edmonton. The gem of Red Deer's host experience was in the hosting of "A Red Deer Affair". The vision was to create an event that showcased "everything Red Deer".

The host city must organize and deliver a Partners' Program in which all costs, including transportation, are accounted for and are not the responsibility of AUMA.

- In 2018, Red Deer hosted a robust Partner's Program that included a Partner's Lounge that the partners could access throughout the entire conference – giving them a space to relax, read, play games, meet others and enjoy the various activities offered to them. Interactive workshops and tours (at their cost) were also provided for the partners.

The host city must provide for shuttle transportation between hotels and the meeting facility.

- In 2018, The City provided a charter bus system (provided through Red Deer Transit) that accommodated the delegates and partners and provided not only transportation between the various hotels to the facility, but also to the reception and back to the various hotels. Costs assumed by AUMA.
- Red Deer also provided the extra service of a golf cart shuttle service from the main building to the Harvest Centre, Chalet, etc. The weather during the 2018 Conference was inclement and the Golf Cart hosts (City staff) provided transportation back and



forth from the parking lot for anyone who wished to use the service. Costs assumed by CORD.

The host City must establish and staff an information desk with community information.

- CORD coordinated and staffed a City Host Desk that exceeded the expectations of AUMA. Staffed throughout the entire conference, delegates and partners were able to access information about City services, the Partner Program and transportation. Tourism Red Deer partnered with us (no cost to CORD) and they too staffed their booth throughout the conference. It was located beside Red Deer's Host Desk, and provided information about what to see and do in Red Deer.

Red Deer is able to meet all facility needs related to the Conference at Westerner Park and the Cambridge.

- The 2024 dates are currently on hold with Westerner Park and the Cambridge awaiting Council's direction on whether to proceed to the bid process.

Red Deer is able to meet the hotel guest room requirements.

- There were some concerns from delegates about the proximity of Red Deer's hotels to the conference facility (Westerner); however, many liked the lower costs and free parking.

AUMA will evaluate the submitted proposals based on a combination of meeting the requirements as outlined and the ability to offer viable cost reduction or incentive/rebate plans for AUMA.

- Complimentary parking in Red Deer at Westerner Park and the various hotels in 2018 was an asset.
- Other cost reductions will be investigated should the direction be given to proceed with the bid proposal.

Prior Council/Committee Direction:

- During the 2017 Operating Budget deliberations, Council approved the hosting of the 2018 AUMA Conference and Trade Show with a budget of \$16,500 in 2017 and \$107,008 in 2018.

Operational Impacts

Financial:

While detailed analysis and planning has not been completed, it is anticipated that in 2024, the Conference and Trade Show is likely to cost approximately \$180,000 to host a similar quality event to what Red Deer provided in 2018. The scope and budget will be further finalized and more accurate numbers will be included through the operating budget process. The budget for



the 2018 AUMA Conference and Trade Show was \$123,508. The actual cost was \$143,000 mainly due to the addition of the bus tour/reception.

To summarize, The City was responsible for the following costs in 2018 and would again be responsible for these costs in 2024:

- CORD Host Desk
- Partner Program
- Golf Cart Shuttle onsite at Westerner Park (optional)
- Host Night Reception (Cambridge) (or provide at least \$40,000 sponsorship)
- Bus Tour/Reception (Tour of CWG and CORD facilities) (Setter's Place) (optional)

The bid submission for the 2024 Conference signals The City's commitment to hold this Conference in 2024. However, there is opportunity to scale as appropriate, especially for the host night and bus tour, to ensure the conference is appropriate given budget and economic times.

Other Risks:

Reputational:

If The City of Red Deer submits a proposal and then decides at a later point to not host the conference and trade show in Red Deer, it would damage The City's relationship with AUMA. Submitting a proposal is our commitment to hosting the event in 2024. This is the only opportunity to submit a proposal for the 2024 Conference and Trade Show.

Analysis

The total economic impact of the 2018 AUMA Conference and Trade Show was \$2,072,583. The economic impact was determined through Destinations International Event Impact Calculator. The Ministry of Economic Development, Trade and Tourism completed the model on The City's behalf. Red Deer's strategic location within the province makes the city ideally situated to host meetings and conferences such as AUMA.

2018 AUMA Conference and Trade Show by the numbers:

- 1,128 registered delegates.
- Delegate partners in attendance but no tracking of actual numbers by AUMA.
- Trade Show consisted of 148 booth spaces (10' x 10' each) with 332 trade show booth workers in Red Deer.
- 700 guests attended "A Red Deer Affair" – The City's host night.
- 60 AUMA staff, FMAV staff (the contracted production company) and contractors in Red Deer.

According to AUMA's 2018 Convention Satisfaction Survey results:

- 91 per cent of those in attendance rated their level of satisfaction with Red Deer's Conference as satisfied or very satisfied, i.e. access, space, service, etc.



- 96 per cent of those attending “A Red Deer Affair” (The City’s host night) rated their level of satisfaction as satisfied or very satisfied.

Options:**Option #1:** Submit a proposal to host the 2024 AUMA Conference and Trade Show**Benefits:**

- The 2018 conference created a strong economic impact and it is anticipated that 2024 would also create a strong economic impact for Red Deer.
- This is an opportunity to showcase Red Deer to elected officials from across Alberta.
- Opportunities for elevating Red Deer’s political profile.

Risks:

- Submitting a proposal is our commitment to hosting the event in 2024 and does not easily provide an option to not host the 2024 AUMA Conference and Trade Show.
- There is a financial commitment to hosting this conference and the 2024 economy is unknown.
- The Major Event Strategy is not complete which will identify the areas of focus for large scale events in Red Deer.

Option #2: Do not submit a proposal to host the 2024 AUMA Conference and Trade Show**Benefits:**

- Large scale events study will be complete and the focus areas understood.
- No financial commitment made in advance of knowing the 2024 economy.

Risks:

- AUMA may not come back to The City of Red Deer with another opportunity to host in the future.
- Loss of economic impact.

Recommended Option: Submit a proposal to host the 2024 AUMA Conference and Trade Show



Council Decision – January 6, 2020

DATE: January 9, 2020
TO: Julia Harvie-Shemko, Director of Communications & Strategic Planning
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: 2024 Alberta Urban Municipalities Association (AUMA) Conference Hosting

Reference Report:

Communications & Strategic Planning, dated January 6, 2020

Resolution:

At the Monday, January 6, 2020 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer having considered the report from Communications & Strategic Planning dated January 6, 2020 re: 2024 Alberta Urban Municipalities Association (AUMA) Conference Hosting hereby agrees to submit a proposal to host the 2024 Alberta Urban Municipalities Association (AUMA) Conference and Trade Show.

Report back to Council:

Yes.

Comments/Further Action:

Administration is to prepare and submit a proposal to host the 2024 Alberta Urban Municipalities Association (AUMA) Conference and Trade Show

A handwritten signature in blue ink, appearing to read 'Frieda McDougall'.

Frieda McDougall
Manager



January 6, 2020

Continuing our Journey: Goals arising from our Protocol Agreement

Prepared by: Sarah Cockerill, Director of Community Services

Report Summary & Recommendation

The Urban Aboriginal Voices Society (UAVS) is Red Deer's Indigenous governance structure. In 2015, The City of Red Deer and UAVS began working together to update our Protocol Agreement, which was signed in ceremony and in Chambers in June 2017. The Protocol Agreement Steering Committee, with facilitated support over the past years, has been developing relationship and trust while working to find real and meaningful ways to action the Protocol Agreement in Red Deer. Jointly, the group has developed goals with respect to the implementation of the Protocol Agreement. In addition to seeking formal adoption of the goals, the modification of the joint Committee to move it to a governance body that will provide oversight to the operational implementation of the strategic goals is also proposed.

It is recommended that Council approve the shared goals as presented in this report as the Protocol Agreement Implementation Plan over the next 5 years. Further, it is recommended that Council modify the current structure of the joint Committee to establish a governance oversight group with City Council appointees only which would continue to honour the governance to governance relationship of the City and UAVS which would not include City administration who would be tasked with the operational implementation of the City's work.

Proposed Resolution

Resolved that Council of The City of Red Deer having considered the report from Community Services dated January 6, 2020 re: Continuing our Journey: Goals arising from our Protocol Agreement hereby approves the following shared goals as the Protocol Agreement Implementation Plan over the next 5 years:

1. The City of Red Deer and UAVS understand how to work together, and do so successfully. The Urban Aboriginal Voices Society (UAVS) and The City of Red Deer will:
 - a) Understand each other's priorities,
 - b) Work with agreed-upon vision and goals, purpose and actions
 - c) Have established ways of working effectively and collaboratively together
 - d) Create and implement mechanisms to address the needs of Aboriginal people.
2. A cultural shift has occurred, and Aboriginal people, history and culture are understood, appreciated, and integrated into City and community life. Aboriginal culture and ceremonies



are a natural part of community events. Aboriginal voices are heard on City Council and throughout the community.

3. The City of Red Deer, UAVS, and community partners are acting upon the Truth and Reconciliation Commission of Canada's (TRC) Call to Actions for all levels of government.
4. Intentional inclusion of all, by all is honoured and practiced. Community encompasses all, with Aboriginal voices being routinely part of dialogue and consultation."

Resolved that Council of The City of Red Deer having considered the report from Community Services, dated January 6, 2020 re: Continuing our Journey: Goals arising from our Protocol Agreement hereby endorses the continuation of a shared City-UAVS governance body, with City Council appointees only, and whose role is to provide oversight to the 2020-2025 Protocol Agreement Strategic Goals.

Background

The Urban Aboriginal Voices Society (UAVS) is Red Deer's Indigenous governance structure. Leading through cultural ways, UAVS amplifies the voices of Indigenous people to take community action on important matters. They work collaboratively and cooperatively amongst themselves, with governments and other organizations on issues and priorities affecting our community in Red Deer. In October 2014, the City assigned two Council representatives, as well as the Mayor, and two Administrative representatives to the Joint leadership group between the City and UAVS.

Between 2015 and 2017 the Leadership group worked to develop shared understanding and language to draft an updated Protocol Agreement, which was completed and signed in June 2017. (Appendix A)

The Leadership Group of The City of Red Deer and UAVS still exists, with two appointed Council representatives and the Mayor, and two members of Administration, with representatives of our local Indigenous Elders, UAVS Domain Speakers, and local volunteers have been tasked to operationalize our signed 2017 Protocol Agreement. This group began meeting in October 2017 and now refers to itself as the Protocol Agreement Steering Committee (PASC). The PASC has been working over the last two years, both collaboratively and within our respective organizations, to develop the Goals for consideration in this report.

Legislative Context & Prior Council Direction :

- The United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) is a document that describes both individual and collective rights of Indigenous peoples



around the world. In November 2010, Canada issued a Statement of Support endorsing the principles of UNDRIP.

- In 2015, the Truth and Reconciliation Commission issued 10 Principles of Reconciliation and 94 Calls to Action. The following, taken from the National Centre for Truth and Reconciliation's "Truth and Reconciliation Calls to Action Booklet" explains that:

"The first Principle of reconciliation confirmed that UNDRIP is the framework for reconciliation for all sectors of Canadian Society. The other nine principles serve as guides to assist in repairing the damaged relationship between Indigenous and non-Indigenous peoples in Canada. The Calls to Action are an appeal to mobilize all levels of government, organizations, as well as individuals to make concrete changes in society. They list specific actions to redress the legacy of residential schools and advance the process of Canadian reconciliation."
- In August 2015, Red Deer City Council adopted the municipal portions of the TRC.
- There are two City Council representatives to the PASC, and the City Manager has appointed 2 representatives of Administration.
- In 2016, the Supreme Court of Canada's "Daniel's Decision" held that when used in s. 91(24) of the Constitution, 'Indians' was intended to include the Métis and non-status Indians.
- The City's Diversity and Inclusion Vision states: "The City of Red Deer is a vibrant, healthy and diverse organization that supports a welcoming and inclusive community where everyone feels safe and can fully participate in community life."
- Council endorsed and signed off on the Protocol Agreement in June 2017. Both organizations continued with the Leadership group model (referred to in this report as the Protocol Agreement Steering Committee or PASC) to collaborate and agree to an implementation strategy for the work that would occur as a result of this historical agreement.

Current Situation

The Protocol Agreement Steering Committee, with facilitated support over the past year, has been developing relationship and trust while working to find real and meaningful ways to action the Protocol Agreement in Red Deer. The following was endorsed by the Protocol Agreement Steering Committee on November 6, 2019 for Council's consideration:



“In five years, through work undertaken because of the Protocol Agreement, the following goals are achieved.

Goal #1: The City of Red Deer and UAVS understand how to work together, and do so successfully. The Urban Aboriginal Voices Society (UAVS) and The City of Red Deer will:

- a) Understand each other’s priorities,
- b) Work with agreed-upon vision and goals, purpose and actions
- c) Have established ways of working effectively and collaboratively together
- d) Create and implement mechanisms to address the needs of Aboriginal people.

Goal #2: A cultural shift has occurred, and Aboriginal people, history and culture are understood, appreciated, and integrated into City and community life. Aboriginal culture and ceremonies are a natural part of community events. Aboriginal voices are heard on City Council and throughout the community.

Goal #3: The City of Red Deer, UAVS, and community partners are acting upon the Truth and Reconciliation Commission of Canada’s (TRC) Call to Actions for all levels of government.

Goal #4: Intentional inclusion of all, by all is honoured and practiced. Community encompasses all, with Aboriginal voices being routinely part of dialogue and consultation.”

It is the request of Administration of the City of Red Deer that Council approve the above as the goal of our work with our indigenous community in Red Deer over the next 5 years.

Strategic Alignment:

- Council’s strategic plan includes the following strategic goal which aligns with and supports continued work with our indigenous community:
 - A socially responsible city: Red Deer offers a welcoming community where everyone can enjoy a high quality of life. As a community, together we advocate for much needed social infrastructure and build a resilient community.

The Goals presented herein, as developed by the Protocol Agreement Steering Committee, have been taken to and approved by the Elder’s Advisory Circle of our Urban Aboriginal Voices Society prior to appearing on Council’s Agenda for consideration.



Operational Impacts

It has been acknowledged to this point that our Protocol Agreement and operationalizing of the same has been done through a deliberate connection of the Governance of the City of Red Deer and the Governance of Red Deer's Urban Aboriginal Voices Society, through the Leadership Group now referred to as the PASC. Notwithstanding major structural and procedural differences in the operation of each of our respective governance models, our organizations have worked hard to align our structures and language where possible, in service to and with respect for the transformative work. By approving the shared goals herein, Administration will begin working with UAVS and the broader community on developing measures for success, benchmarking, and developing tactics and evaluation programs around the implementation plan.

Financial:

There are no direct budget or financial implications as a result of the recommendation(s). The City for the past several years has supported \$20,000 annually in support of our indigenous relations; these funds continue to support items like meeting logistics, facilitation, and support for events such as the annual powwow. The City of Red Deer will work to implement in the short term within existing base budget resources.

Analysis

Recommendation #1: That Council approves the shared goals identified within this report, as mutually agreed to by Urban Aboriginal Voices Society, as our 2020-2025 Protocol Agreement Implementation Strategy.

The City of Red Deer remains committed to our Municipal responsibilities within the 94 Calls to Action as presented by the 2015 Truth and Reconciliation Commission. Many facilitated meetings has led our joint Leadership Group/PASC to recommend the Goals within this report as the implementation strategy of the Protocol Agreement signed in 2017. Through our joint commitment to reconciliation, we will continue to work toward transformative cultural change in our community.

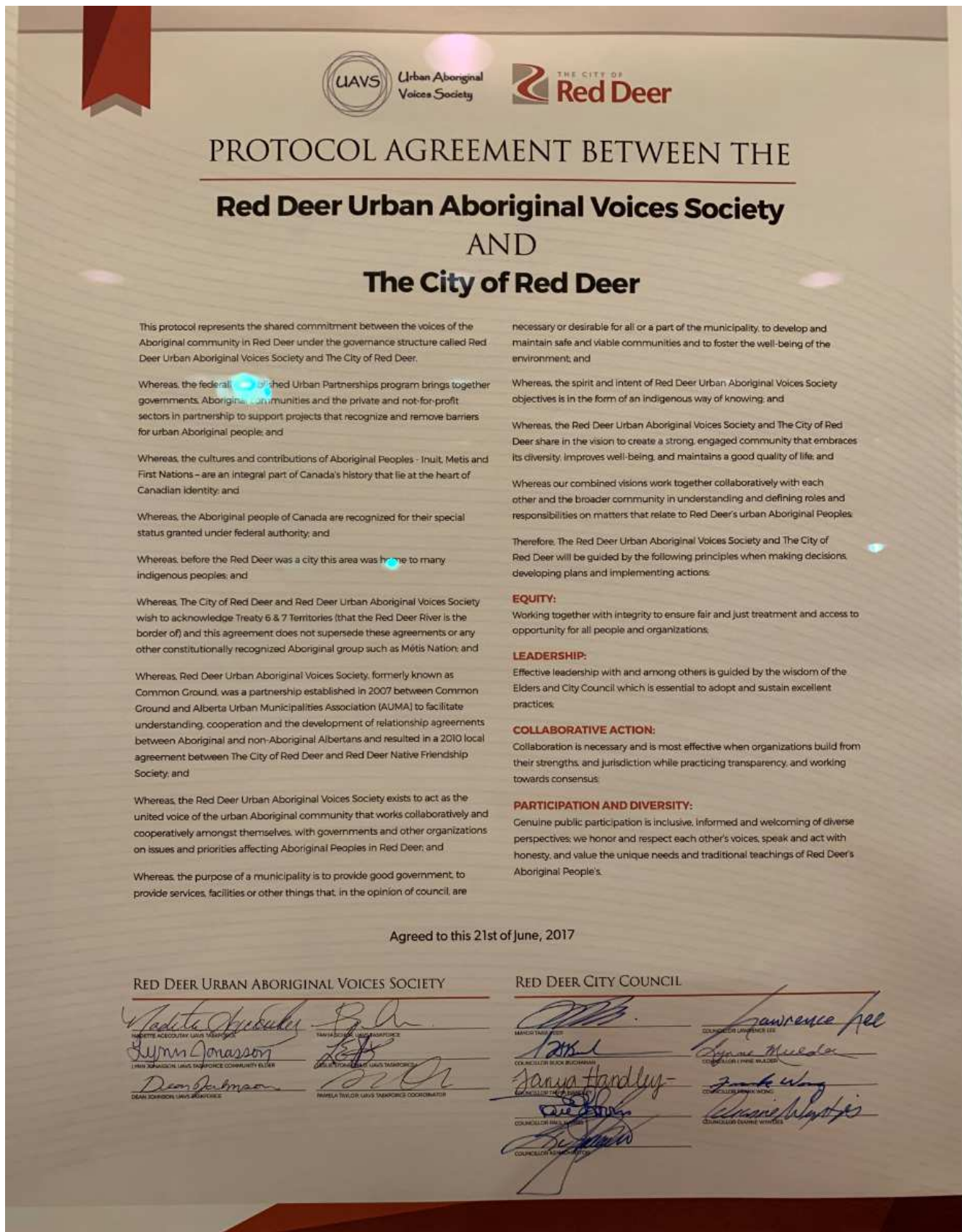
Recommendation #2: That Council endorse the continuation of a shared City-UAVS governance body with City Council appointees only, whose role is to provide oversight to the 2020-2025 Protocol Agreement Implementation Strategy.



Recommendation #2 effectively removes Administration from The City of Red Deer from this body while continuing to honour the governance to governance relationship of the City and UAVS. While not abnormal for our UAVS partners, due to the City's established governance structure, Council and Administration rarely work together in the way the current PASC does. It is also rare that Council approve an operational plan, as they normally provide higher level direction and allow for Administrations' reasonable interpretation. Under the leadership of our City Manager, Administration could come up with operational tactics that can be embedded in our work plans to generate impact and success toward the overarching Goals. Support for this governance body would be provided by the Intergovernmental Strategist with administrative support from Legislative Services as required, and regular operational reporting would be established through the City Manager to the Mayor, Council & PASC over the next 5 years, with any policy decisions being forwarded to our respective governance bodies when required.



APPENDIX A





Council Decision – January 6, 2020

DATE: January 8, 2020
TO: Sarah Cockerill, Director of Community Services
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Continuing the Journey: Operationalizing the Protocol Agreement

Reference Report:

Community Services, dated January 6, 2020

Resolution:

At the Monday, January 6, 2020 Regular Council Meeting, Council passed the following Resolutions:

Resolved that Council of The City of Red Deer having considered the report from Community Services dated January 6, 2020 re: Continuing our Journey: Goals arising from our Protocol Agreement hereby approves the following shared goals as the Protocol Agreement Implementation Plan over the next 5 years:

1. The City of Red Deer and UAVS understand how to work together, and do so successfully. The Urban Aboriginal Voices Society (UAVS) and The City of Red Deer will:
 - a) Understand each other's priorities,
 - b) Work with agreed-upon vision and goals, purpose and actions
 - c) Have established ways of working effectively and collaboratively together
 - d) Create and implement mechanisms to address the needs of Aboriginal people.
2. A cultural shift has occurred, and Aboriginal people, history and culture are understood, appreciated, and integrated into City and community life. Aboriginal culture and ceremonies are a natural part of community events. Aboriginal voices are heard on City Council and throughout the community.
3. The City of Red Deer, UAVS, and community partners are acting upon the Truth and Reconciliation Commission of Canada's (TRC) Calls to Actions, as applicable and recognizing The City has adopted the Municipal Calls to Action.
4. Intentional inclusion of all, by all is honoured and practiced. Community encompasses all, with Aboriginal voices being routinely part of dialogue and consultation."

Council Decision – January 6, 2020
Continuing the Journey: Operationalizing the Protocol Agreement

Resolved that Council of The City of Red Deer having considered the report from Community Services, dated January 6, 2020 re: Continuing our Journey: Goals arising from our Protocol Agreement hereby endorses the continuation of a shared City-UAVS governance body, with City Council appointees only, and whose role is to provide oversight to the 2020-2025 Protocol Agreement Implementation Strategy.

Report back to Council:

No.

Comments/Further Action:

None.

A handwritten signature in blue ink, appearing to read "Frieda McDougall".

Frieda McDougall
Manager



January 6, 2020

Vehicle for Hire Bylaw – Unified Licensing Pros/Cons & Fee Review

Prepared by: Erin Stuart, Inspections & Licensing Manager & Amy Fengstad, Parking & Licensing Supervisor
Department: Inspections & Licensing

Report Summary & Recommendation

City Council tabled consideration of the Vehicles for Hire principles and concepts at their regular Council meeting on November 25, 2019. Administration was asked to prepare a report that included additional information on:

- Unified Licensing Vehicles for Hire
- Unified Licensing Pros and Cons from Administration's Perspective
- Provincial Fees for Transportation Network Companies (TNCs)
- Fee Structures for Lethbridge, St. Albert and Sherwood Park
- Fee Structure Proposed for The City of Red Deer;

Unified licensing puts the City in more of an auditor role of checking that the regulations have been met after a driver has been operating. This is more reactive than ensuring up front that a driver meets the regulations prior to them accepting passengers. Unified licensing compromises safety principles therefore, Administration recommends Council direct Administration to bring forward a bylaw that incorporates the principles and concepts presented in the November 25, 2019 Council package (Appendix A).

Proposed Resolution

Resolved that Council of The City of Red Deer hereby agrees to lift from the table consideration of Vehicles for Hire Principles and Concepts.

Resolved that Council of The City of Red Deer having considered the reports from Inspections & Licensing, dated January 6, 2020 re: Vehicle for Hire Bylaw – Unified Licensing Pros/Cons & Fee Review and November 25, 2019 re: Vehicles for Hire Principles and Concepts, hereby endorses the following principles and concepts:

1. The principles of safety, customer service, equity, balancing the needs, and cost/opportunity for income.
2. The concepts in support of the principles:
 - a. The inclusion of Taxis, Accessible Taxis, TNCs, Limousines and DDS.



- b. Criminal Record Checks and follow up Vulnerable Sector Checks, where warranted, are required annually for all Vehicle for Hire drivers.
- c. TNCs will require Vehicle, Driver and Broker licences to be consistent with the existing industry.
- d. The cap on the number of Taxi plates remains in place for two years, with the introduction of 5 plates available for Independent Driver for Hire or new Brokerages. A review will take place following the two years.
- e. A requirement for all brokers to have at least one Accessible Taxi operational per every 20 Taxis in the fleet.
- f. The removal of regulations on Taxi vehicle colour and rates, with the exception of including a minimum rate to be charged.
- g. July 1, 2020 implementation date for the full bylaw.
- h. Inclusion of two (2) mechanical inspections per year.
- i. Clarification of Driver requirements and included all industry types.
- j. Simplified bylaw with duplication removed to make it easier to understand.
- k. Flexibility built in to address items like model age of Vehicles for Hire and discretionary items.
- l. Mitigation of enforcement challenges for Independent Driver Owners with inclusion of a corresponding fee to reflect extra demands on time.

Resolved that Council of The City of Red Deer having considered the reports from Inspections & Licensing, dated January 6, 2020 re: Vehicle for Hire Bylaw – Unified Licensing Pros/Cons & Fee Review and November 25, 2019 re: Vehicles for Hire Principles and Concepts, hereby directs Administration to bring back a bylaw Regulating Licensing for all Vehicles for Hire in accordance with the above noted principles.

Analysis

Unified Licensing Vehicles for Hire

Unified licensing is a form of self-regulation and is common for those municipalities that regulate TNCs. This would not be a traditional form of regulation for the Taxi and Limousine industry. Administration has not been able to find a municipality that does unified licensing for the Taxi and Limousine industry as a comparison to see how it is working for them. Most municipalities either require traditional forms of licensing, or do not require any licensing other than a standard business licence.

Under a unified licensing model, all the regulations and compliance aspects in the bylaw would have to be upheld by the Brokerages. The piece that would change is that the Brokerages would self-manage the collection, review and retention of the documents required and provide to The City upon request.



For the drivers, the Brokerages would have to review the Criminal Record Checks and drivers' abstracts, and create a Vehicle for Hire driver's licence for drivers to have in their vehicles.

For the vehicles, the Brokerages would have to collect, review and retain the required number of mechanical inspection reports and compliance inspections, as outlined in the adopted bylaw. They would have to create vehicle identifications to display in an approved Vehicle for Hire for that Brokerage. For Taxis, this would replace City Taxi plates; for TNCs, they would have to create some type of vehicle identifier for their company.

Pros and Cons of Unified Licensing from Administration's Perspective

Depending on the user's perspective you are looking at, items could be considered or viewed as either a pro or con. For example, as The City, a pro would be that business decisions are resting with the Brokerage but from the Brokerage perspective, some of those decisions are easier to manage when The City is the requesting authority such as Criminal Record and Vulnerable Sector Checks. As a member of the public, the requirement of these driver record checks would be a pro from a public safety perspective. Alternatively, allowing Brokerages to self-regulate driver applications could be viewed as a con.

Pros

- Simplified application and licensing process
 - Only one licence and application to process for the Brokerage
 - Less time required to complete the applications
- Reduced fees
 - Less touch points for Administration to process
 - Reduced number of inspections as the vehicles would be rolled into the overarching Brokerage licence
- Fulfills the concept of business decisions resting with the Brokerage
 - Brokerages would be responsible for ensuring their vehicles met standards for cleanliness, aesthetics, etc. as there would be compliance inspections

Cons

- Less regulations on Vehicle for Hire Driver and Vehicle applications
 - Could result in a decline of public safety
 - Administration would not be reviewing all driver applications, Criminal Record Checks and Vulnerable Sector Checks
 - Administration would not be completing the compliance inspection or collecting regular mechanical inspections for all vehicles
 - Self-regulated with spot audits from Administration on drivers and vehicles
- Reduced ability for Administration to vet vehicles and drivers with only a Brokerage licence
- Some TNCs use Criminal Record Check systems like Checkr. Third party sites like Checkr can be used to process Criminal Record Checks, but a Vulnerable Sector Check



with finger printing would have to be completed at a local police detachment if there was a positive result on the Criminal Record Check. If the Vulnerable Sector Checks are not completed, the specifics related to the criminal details would be unknown and therefore lacking the proper level of vetting

- Uber data from US market that was currently released on the sexual assault records demonstrates risks with unified licensing and public safety. Some of which could be avoided with the Municipality screening every driver
- Unfair to existing taxi plate holders as it deflates the economy of the plates

Feedback from Industry

Administration met with the local Taxi Brokerage owner to discuss the potential for unified licensing for the Taxi industry. Overall, the feedback was that the Taxi Brokerage would be opposed to unified licensing, as it would decrease the strength in the safety reputation of the industry in relation to driver and vehicle safety.

Specifics to the vehicles; the Brokerage stated that Taxi Vehicles have a higher utilization rate as they operate 24/7 and can work up to 14 hour days, where as TNCs, under Provincial regulations, can only operate a maximum of 20 hours per week from insurance perspective as a part time driver.

The Brokerage summed up the meeting with the position that they would prefer to negate the fairness and equity standpoint to compensate for the differences in operational needs and volume of rides.

Uber submitted an email to Administration and Mayor Veer (*Appendix D*), outlining how they, as TNCs, would not be able to operate in Red Deer under the licensing rules proposed in the draft bylaw. They state that the “operational burden of individually licensing hundreds of drivers and their vehicles when they may not complete a single trip is not sustainable for the ridesharing business model.” When Administration met with the Uber representatives, they explained that many drivers apply to Uber and go through the process to the point of being able to drive in Red Deer. After that point, it is up to the driver to determine how often and for how long they want to drive.

Uber is saying to license each able vehicle and driver under the draft bylaw would essentially eliminate them from an operational and cost perspective in Red Deer. This is primarily due to the high number of applications they receive and process in a month, coupled with the potential requirement of licensing all drivers and vehicles would be too costly and difficult to manage with the volume of drivers in and out on a monthly basis. Uber supports unified licensing.

Provincial Fees for TNCs

There is no provincial fee for Transportation Network Companies to register with the Province. TNCs are expected to comply with applicable transportation legislation, and any terms or conditions applied to the Certificate of Approval by Alberta Transportation. Once



issued, the Certificate of Approval is valid for a period of up to one year. All TNCs must obtain a Certificate of Approval in order to operate within Alberta. If they do not have this certificate, they are not legally able to work or operate in Alberta.

As part of the regulations, TNC vehicles must have a Class I-55 Vehicle Registration. This is a type of registration distributed by the Province to those providing ride for hire services. The switch to this type of registration typically costs \$25 though the fee can vary dependant on the Registries office used. The Provincial application form is included as *Appendix B*.

Fee Structures for Lethbridge, St. Albert and Sherwood Park

Council directed Administration to compare our proposed fee structure to those of Lethbridge, St. Albert and Sherwood Park. Below is the summary of those municipalities. These three municipalities are structured significantly different from The City of Red Deer's existing and proposed bylaw in terms of requirements and licensing types. Included in *Appendix C* is a comparison of the municipalities that were reviewed, including Lethbridge, St. Albert and Sherwood Park, requested specifically by Council.

<u>Municipality</u>	<u>Driver Licence</u>	<u>Vehicle Licence</u>	<u>Broker Licence</u>	<u>TNC</u>	<u>Year of Bylaw</u>
Lethbridge	\$65.00/yr	Not Required	\$193.00/yr - Resident \$774.00/yr - Non Resident (Business Licence)	Not Regulated by Municipality-Business Licence Only \$774.00/yr - Non Resident	Created October 17, 2016 Revised December 10, 2018
St. Albert	Included in Broker	Included in Broker	\$140.76/yr – In Town \$682.00/yr – Out of Town	\$682.00/yr - Out of Town	Created in 2000 Revised in 2019
Strathcona County (Sherwood Park)	\$50.00/yr	\$450.00/yr	Not issued. Only licence driver and vehicles.	Not Regulated by Municipality	Created in 2017 no recent revisions

Fee Structure – Proposed City of Red Deer

At the November 25th Council meeting, Administration presented proposed fees and the corresponding subsidization rates. Those proposed fees are expanded below to demonstrate the fee levels with varying percentage subsidization rates to assist with decision making when it comes time for bylaw approval.

<u>Licence Fee Types</u>	<u>Current Fees</u>	<u>% Subsidization</u>	<u>Proposed Fees at Various Subsidization levels</u>	<u>% Subsidization</u>
VFH Driver	\$48.00	80.92%	\$100.00	60.25%



			\$75.00	70.19%
			\$60.00	76.15%
			\$50.00	80.13%
VFH Vehicle	\$54.20	79.75%	\$265.00	0.98%
			\$240.00	10.32%
			\$200.00	25.27%
			\$150.00	43.95%
VFH Broker	\$261.30	-5.31%	\$250.00	-0.76%
			\$248.00	0.05%
			\$230.00	7.30%
			\$215.00	13.35%

**These fees are based on the full cost accounting under the regulated model with licences for all types, including two mechanical inspections and one compliance inspection.*

Community Benefit Tool

The Community Benefit Tool identified a range of subsidy for VHF of 0.01%-24.99%.

Although the Community Benefit Tool recommendation was a rate of 0-25% for subsidization, the fees proposed include a lower fee with a higher level of subsidization for drivers. It would have been a substantial increase in fee from what is currently being charged for a Taxi Driver's Licence.

A decrease in Administration's proposed fees would result in a higher level of subsidization from the general tax base.

Full Cost Accounting

The outcome of the full cost accounting through the fees and charges review for Vehicles for Hire was:

- Vehicle Licences - \$268
- Broker Licences - \$248
- Driver Licences - \$252

Full cost accounting was based on the total number of licences issued in 2018. Of those licences issued, the time required to process applications (with Criminal Record Check review), appeal preparations, suspensions, compliance inspections, mechanical inspections (at 2 mechanical per year and one compliance inspection per year) were all calculated into each licence type when determining the fee. The business unit that includes Vehicles for Hire allocates the time required to processes this aspect of business at 25% of the overhead costs, that piece is also factored into the licensing types.

**Market Analysis**

During the market analysis process, Administration reviewed the City of Edmonton, City of Winnipeg, City of Medicine Hat, City of Airdrie, City of Calgary and City of Grande Prairie. At the November 25th meeting, some of Council commented that aside from the larger cities, City of Red Deer would be substantially higher in fees in comparison to the remaining smaller municipalities in that review. Administration reviewed the larger centers as an assessment tool since they are examples of where The City of Red Deer would be headed with population growth, but also in relation to the principles in their existing bylaws. These municipalities' bylaws aligned with the direction Administration was looking at for The City of Red Deer's Vehicle for Hire Bylaw.

Market analysis is only one component of the fees and charges review, and is reflective of the three different components identified.

Options and Recommendation

Administration suggests there are a number of options for Council's consideration related to unified licensing and fees:

Unified Licensing

1. Unified licensing for all Vehicle for Hire types
2. Unified licensing for TNCs only, fully regulated for all other types
3. Regulated licensing for all Vehicles for Hire

Administration recommends Option 3, requiring consistent regulated licensing for all types of Vehicles for Hire. This ensures full compliance with bylaw regulations, ensuring the safety of the public, drivers and passengers is met, as well

Should Council wish to consider unified licensing for TNCs, Administration would then recommend all types of Vehicles for Hire, including Taxis and Limousines, be included in the unified licensing approach.

Fees for Vehicles for Hire Licences

To respond to industry feedback Council could amend the fee structure. The options are:

- A. Accept proposed fees as identified by Administration through the fees and charges review
- B. Adjust to a progressive fee increase over a period of 2-3 years
- C. Reduce fees with an increased % of subsidization and include a review in 2 years



Final consideration of fees and charges will be part of the bylaw consideration. Administration recommends Options A, which reflects the results of the full fees and charges review and ensures fees for Vehicles for Hire aren't heavily subsidized by the tax base.

With this information, Administration requests Council endorses the Principles and Concepts for the new Vehicles for Hire as outlined today and on November 25th, and directs Administration to return to Council with a bylaw supporting the direction provided today.

Appendices

- Appendix AA: November 25, 2019 Council Package for Vehicles for Hire (includes Taxi industry feedback)
- Appendix BB: Provincial Application form for TNC's
- Appendix CC: Municipality Comparison
- Appendix DD: Additional Industry feedback from Uber received after November 25, 2019



January 6, 2020 Appendix AA:
Originally Submitted to the
November 25, 2019 Council
Meeting

November 25, 2019

Vehicle for Hire Bylaw Principles & Concepts

Prepared by: Erin Stuart, Inspections & Licensing Manager & Amy Fengstad, Parking & Licensing Supervisor
Department: Inspections & Licensing

Report Summary & Recommendation

Administration embarked on a process to review existing bylaws related to Vehicles for Hire, and bring forward recommendations to meet the needs of stakeholders. The existing *Taxi Bylaw* No. 3282/2001 (Appendix A) was adopted in 2001 and the *Limousine and Sedan Bylaw* No. 3394/2007 (Appendix B) was adopted in 2007. Since then those bylaws have only had minor amendments and additions for licence expiry dates, vehicle model years and fee changes.

Through the public participation and technical review processes, Administration has identified 5 general principles; Safety, Customer Service, Equity, Balancing the Needs and Cost/Opportunity for Income.

The consideration process is staged for Council to consider overall principles and concepts today, prior to the detailed technical bylaw, which implements the overall direction.

Administration recommends that Council endorse the principles and concepts, directing Administration to bring forward a bylaw to implement the items identified in this report.

Proposed Resolution

Resolved that Council of The City of Red Deer having considered the report from Inspections & Licensing dated November 25, 2019 re: Vehicles for Hire Principles and Concepts hereby endorses the report as presented, and directs Administration to bring forward a bylaw on December 9, 2019 supporting those principles.

Rationale for Recommendation

- 1) **The existing bylaws are out of date and not all encompassing.** The Vehicles for Hire industry has evolved over the years, and the bylaws have not had significant updates since their adoption.
- 2) **The principles were identified by stakeholders through the public participation process.** A number of public participation activities were conducted and the principles align with the feedback/comments received by stakeholders.



- 3) The principles align with future steps for regional collaboration.** Following the discussion on principles, Administration will inform regional partners of the outcome. Regional partners indicated an interest in collaboration, identifying that the City of Red Deer has a more unique situation and bylaw needs.

Background

At the July 24, 2017 City Council meeting, the following resolution was passed, after consideration of the report presented to Council on Vehicles for Hire (Appendix C).

Resolved that Council of The City of Red Deer having considered the report from Inspections & Licensing dated July 4, 2017 re: Vehicles for Hire hereby directs that Administration initiate a regional consultation process to explore the benefits of regional collaboration as it relates to vehicles for hire.

The Vehicles for Hire industry has evolved over the last number of years, with the introduction of ride sharing services, such as Uber and Lyft, as well as changes to the way people live, work and play, to technology and the economy. These changes are not reflected in The City of Red Deer's existing regulations and/or Vehicles for Hire bylaws. As such, The City of Red Deer embarked on a project to explore options resulting in changing bylaws, processes and service delivery related to Vehicles for Hire.

The *Taxi Bylaw* was adopted over 18 years ago and the *Limousine and Sedan Bylaw* was adopted over 12 years ago, both of which have had few amendments. The amendments completed addressed expiry timeframes of the licences and fees, and the addition of regulations related to the age of the vehicles.

Due to the extensive changes proposed and the growth of the industry, Administration is proposing a complete new, consolidated bylaw to licence and regulate all Vehicles for Hire within the city, rather than amending the existing bylaws and creating new bylaws for unregulated types.

Existing Bylaws

The bylaws as they exist are outdated and have several gaps.

First, the bylaws do not include all types of Vehicles for Hire, with a gap in the regulation of Transportation Network Companies (TNCs) and Designated Driver Services (DDS). A TNC is a business that connects passengers to drivers for pre-arranged transport exclusively through a transportation network (ie. digital platform, app, etc). A DDS is a business that transports a registered vehicle owner in their own vehicle when they are unable to operate the vehicle. Under these bylaws, The City of Red Deer does not have means to regulate these vehicles or drivers creating a lack of safety measures and consistency across the industry.



The existing bylaws are lacking the details around formalized driver requirements for annual Criminal Record Checks. In the absence of these details, Administration has created a department policy, although ideally these types of details should be included within the bylaw.

The current *Taxi Bylaw* sets regulations on the rates that can be charged, the colour of the vehicles, and the number of Taxis permitted to operate in the city. This is the most regulated industry in our Municipality. As the current bylaw stands, major business decisions are at the discretion of The City.

Finally, licensing requirements are contained in two different bylaws, or as is the case for TNCs and Designated Driver Services non-existent, which can make it difficult for application and navigation by citizens.

The combination and extent of these challenges identified a new bylaw was required.

Analysis

The process of reviewing the existing bylaws, determining the needs of all stakeholders, reviewing best practices, and drafting the bylaw has been an extensive process, broken down into the following stages:



Defining the Problem

Through conducting the technical review of the existing bylaws, reviewing other municipalities' bylaws, and analyzing the consultation required, Administration determined the issue to be addressed is:

How do we best ensure the sustainability, accessibility and safety of drivers and 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?

Consultation Analysis

This project followed a true public participation process, with a number of different activities included throughout to ensure stakeholders were included in the process. The consultation aimed to gauge people's needs and get their feedback about Vehicles for Hire in Red Deer and central Alberta, specifically as it pertains to a draft bylaw.

All public participation was conducted with the following goals in mind:

- Stakeholders and public feel their input was heard.



- Stakeholders and public feel they were involved in the process in a meaningful way.
- Stakeholders and public feel communication throughout the process was appropriate and effective.
- The quality and quantity of input from stakeholders and public was adequate to update the bylaw in a way that reflects community and regional needs.
- Administration feels they received information that helped develop and make informed, credible recommendations.
- City Council utilized the recommendations to make informed and effective decisions about Vehicles for Hire in Red Deer and the region.

Review of Other Municipalities' Bylaws

During the development of the proposed bylaw, Administration reviewed bylaws for a number of other municipalities across Canada, including the City of Edmonton, City of Calgary, City of Winnipeg, City of Medicine Hat and City of St. Albert, as well as the draft bylaw for the City of Grande Prairie.

These bylaws most closely align with the direction that Administration has proposed. The areas where The City of Red Deer would be unique are the deregulation of vehicle colour and open rates. The commonality in all bylaws is the inclusion of TNCs in the regulations to varying degrees. This is an approach for consistency in the industry.

Review of Transportation Network Companies and Existing Law

With the addition of TNCs being one of the impetuses that prompted this bylaw review, research was conducted into how they are regulated across the country, and current regulations within the Province of Alberta.

TNCs are regulated through Alberta Transportation (Appendix D). In these regulations, TNC drivers must have appropriate insurance coverage, a valid operator's licence and police information checks. The TNC must make these records available to a Peace Officer for review upon demand. It is up to the company to ensure these requirements are reviewed before allowing a driver to operate under their company.

Alberta Transportation structured regulations with the TNCs responsible for knowing their drivers and ensuring they meet the safety requirements. The Provincial rules were put in place to ensure there is consistency across the province for TNCs. In most cases, municipal requirements exceed what the province has implemented.

Gather Information

The second phase of the project focused on gathering as much information as possible about local and regional needs and preferences, identifying what type of information would be collected, timelines and the process to collect the information.

Other Municipalities - Regional Approach



Discussions with regional municipal partners identified the initial need to further explore the benefits and opportunities of a regional collaboration and what the collaboration could look like.

Based on these discussions, Administration brought forward a report with a request for direction on a regional consultation process for Vehicles for Hire. City Council passed a resolution, along with the respective Councils in Red Deer County, City of Lacombe, County of Lacombe, Town of Sylvan Lake, Town of Blackfalds and Town of Penhold to direct this process.

Regional partners were asked to partner and distribute the regional online survey through their respective municipal websites, and to submit a letter of intent related to their desire for a regional approach for Vehicles for Hire.

Overall, these municipalities support the development of a bylaw that can be utilized regionally; however, most indicated intent to adopt following City of Red Deer Council approval of the new bylaw. They acknowledged The City of Red Deer's current state and needs being quite different from those in other municipalities, related to population and items such as limits of the number of taxi plates.

Administration will notify regional partners of the resolution passed related to the principles, and again, following the adoption of the bylaw. At that point, they can then determine the option they wish to proceed with.

Establishing Decision Making Criteria

A large part of this phase included public participation activities for Administration to hear from stakeholders and the public and determine what mattered the most to them when it came to Vehicles for Hire in the city.

Public Participation/Consultation

An extensive amount of public participation was conducted to meet the need of an inclusive bylaw, and knowing the far-reaching impacts of the bylaw on the various stakeholder groups. Administration wanted to hear from the public, industry and other stakeholders, and several stages of public participation were completed from September 2017 to August 2019.

Public participation activities included cross municipal communication, regional survey, City Council workshops, Industry focus groups, ride-alongs and interviews.

The following themes or observations emerged on a continuous basis during all phases of public participation exercises:

- Safety
- Customer Service
- Equity
- Balancing the Needs



- Cost/Opportunity for Income

Develop Alternatives

With all of the information compiled through the initial phases of the project, Administration set out to develop a draft bylaw that met those needs identified through the stakeholder consultation, as well as operational needs and the principles endorsed by Council.

Fees and Charges

A full fees and charges review was completed as part of this project, in alignment with the Fees and Charges Council Policy (Appendix E). The review identified the full cost of processing the various types of applications is the same; therefore the fee structure should be simplified. Administration would propose fees for Vehicles for Hire, Drivers for Hire, Brokerages, and Independent Drivers for Hire, reflective of the full cost of processing and administering the bylaw, and are consistent for each type of licence (Appendix F).

Fees Type	Previous Fees (2020 rates)	% Subsidization	New Fees	% Subsidization
VFH Driver Licence	\$48.00	80.92%	\$100.00	60.25%
VFH Vehicle Licence	\$54.20	79.75%	\$265.00	0.98%
VFH Broker Licence (includes Independent Driver Owner)	\$261.30	-5.31%	\$250.00	-0.76%

The largest increase would be in relation to the Vehicles for Hire licence. This is attributed to the cost to complete annual inspections, the collection and review of mechanical reports and vehicle documents, issuance of the annual licences, and administration of the applications.

In comparison to other similar municipalities, these fees would be in the mid-range level:

Municipality	Driver Licence	Vehicle Licence	Broker Licence (includes TNC's)
City of Edmonton	\$63.00	\$415.00	\$1036-\$20,320 (depending on Fleet size)
City of Winnipeg	\$70.00	\$600.00	\$2,000-\$50,000 (depending on Fleet size)
City of Medicine Hat	\$18.05	\$90.95	\$96.35
City of Airdrie	\$50.00	\$50.00	\$250.00 Resident



			\$350.00 Non-Resident
City of Calgary	\$141.00	\$912.00	\$1,824 .00
City of Grande Prairie	\$105.00	\$105.00	\$210.00

Proposed Bylaw

The new bylaw was developed with the feedback from first round of consultation feedback in mind, and modified based on the final feedback from August 2019 (Appendix I). Principles remained as safety, customer service, equity, balancing needs and cost/opportunity for income. This was the foundations for the information presented today.

Administration would consolidate two existing bylaws, including the *Taxi Bylaw* and the *Limousine and Sedan Bylaw* into one bylaw to ensure consistency between regulations, and provide one comprehensive bylaw.

The most significant changes from the existing bylaws to a new bylaw would be:

1. The inclusion of Taxis, Accessible Taxis, TNCs, Limousines and DDS.
2. Criminal Record Checks are required annually for all Vehicle for Hire drivers.
3. TNCs will require Vehicle, Driver and Broker licences to be consistent with the existing industry.
4. The cap on the number of Taxi plates remains in place for two years, with the introduction of 5 plates available for Independent Driver for Hire or new Brokerages. A review will take place following the two years.
5. There will be a requirement for all brokers to have at least one Accessible Taxi operational per every 20 Taxis in the fleet.
6. The removal of regulations on Taxi vehicle colour and rates, with the exception of including a minimum rate to be charged.

These changes would remove the “red tape” for the industry and place business decisions back to the business. Generally, a new bylaw will move in a direction to be inclusive of the whole industry, as well as allowing flexibility for changes in technology, business models and other trends in business, while maintaining safety and availability for customers.

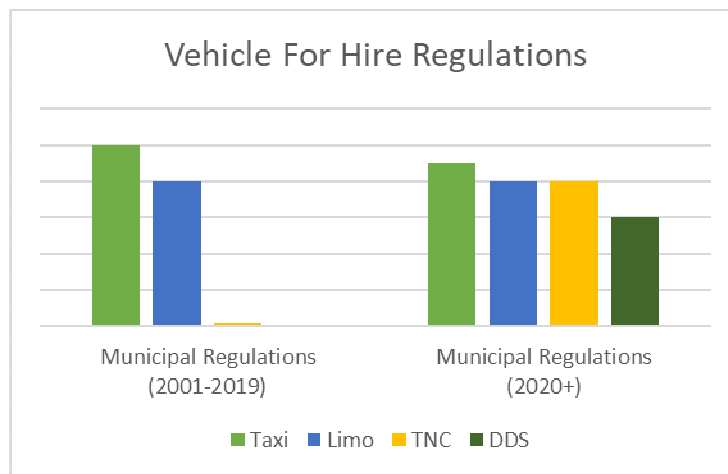
The new bylaw will be simplified by reducing unnecessary provisions specific to regulations that would be business decisions. Administration would maintain caps on the number of Taxi licences for two years, and introduce five (5) additional plates available to Independent Drivers for Hire or new Brokerages, to allow free market enterprise and remove barriers to entry into the industry. Following the two years, a review would be conducted to determine whether the limit on licences will remain or modifications are made to the bylaw.



Where Administration has determined further regulations are required, due to concerns for the safety of the public and drivers, or related to creating a balanced playing field for all Vehicles for Hire, those regulations will be proposed in the new bylaw.

One of the significant additions requested would be the requirement for TNCs and DDS to comply with requirements similar to those for Taxis and Limousines. Although TNCs are regulated by the Province, they are self-regulated in terms of review and enforcement on driver criteria from Criminal Record Searches. The Province does spot audits once per year currently, but not on a consistent basis. To ensure customer safety, TNCs will be included to the same extent as the rest of the industry.

To summarize, the current City regulations require Taxis to be regulated to a very high degree and Limousines and Sedans to be moderately regulated. TNCs and DDS are minimally regulated and only through Provincial regulations. The principles and concepts move in a direction of deregulating Taxis where items do not relate to safety, maintain Limousines and Sedans regulations, and increasing regulations for TNCs and DDS, so that despite the type of Vehicle for Hire the level of regulation is consistent. The following diagram demonstrates this:



Evaluate Alternatives

The draft bylaw was circulated to stakeholders through online survey, focused letters, and a Taxi industry Q&A session. All feedback was analyzed and reviewed to integrate within the bylaw and help develop the final bylaw (Appendix G).

Feedback Response

Key findings from the online survey identified the number of citizen/customer participants outweighed the number of industry. 92% of the total survey participants believe the draft bylaw fully or somewhat reflects the priorities they outlined during the initial phases of consultation with the remaining 8% indicating the opposite.



Taxi industry feedback specifically expressed concerns with this new bylaw. An industry meeting was held on August 7, 2019, where approximately 90 drivers, brokers and employees attended. The observations noted were concerns for the removal of caps on the number of Vehicle for Hire licences and the impact on their ability to earn a living, the removal of the regulated rates and the potential for undercutting of rates that may result, and concerns with the reduction in the number of vehicle inspections required per year (Appendix J).

Through the feedback, and seeing consistent priorities identified by both industry and customers, Administration revised the concepts to the version presented (Appendix H).

Some regulations would remain, as included within the first draft bylaw, to stay true to the original intent of the public and industry concerns. Safety, customer service and fairness and equity being the driver, also including provisions or removal of regulations to reduce the “red tape” for the industry and put the business decisions back on the business owners. This also encourages free enterprises and responsiveness for the demands of the market.

The key changes from consultation would include:

- a. July 1, 2020 implementation date for the full bylaw.
- b. Inclusion of two (2) mechanical inspections per year; initially reduced to one. Reduction to one (1) compliance inspection per year. There were significant concerns from industry with only one mechanical inspection.
- c. Clarification of Driver requirements and included all industry types.
- d. Simplified bylaw with duplication removed to make it easier to understand.
- e. Flexibility built in to address items like model age of Vehicles for Hire and discretionary items.
- f. Mitigation of enforcement challenges for Independent Driver Owners with inclusion of a corresponding fee to reflect extra demands on time.

Make a Decision

If Council should proceed with endorsing the principles and concepts included within this report, Administration would bring forward a bylaw on December 9, 2019 for Council's consideration.

Unlike a municipality's land use bylaw, which requires a legislated public hearing, a licensing related bylaw does not require a public hearing.



Appendices

- Appendix A: Existing *Taxi Bylaw* No. 3282/2001
- Appendix B: Existing *Limousine and Sedan Bylaw* No. 3394/2007
- Appendix C: Council Report – Vehicles for Hire July 4, 2017
- Appendix D: Province of Alberta: Transportation Network Company Regulations 100/2016
- Appendix E: Fees & Charges Council Policy
- Appendix F: Fees and Charges Summary for Vehicles for Hire Fees
- Appendix G: P2 Findings
- Appendix H: Summary of changes from consultation
- Appendix I: Public Consultation Feedback Received, August 2019
- Appendix J: Submission from Taxi Industry, August 2019

BYLAW NO. 3282/2001**Appendix A: Existing Taxi
Bylaw 3282/2001**

WHEREAS pursuant to sections 7 and 8 of the *Municipal Government Act*, R.S.A., 1980, and amendments thereto, Council may pass bylaws for municipal purposes, including the following matters:

- a) the safety and protection of people;
- b) transportation and transportation systems;
- c) business and business activities;
- d) licensing;
- e) fees, rates, and fares that may be charged for the hire of taxis;

and may generally pass bylaws to regulate or prohibit businesses, deal with any business activity, and provide for any system of licenses;

AND WHEREAS Council deems it advisable to generally regulate the taxi business in the City of Red Deer, including the number of taxis, licensing, as well as rates and fares;

COUNCIL OF THE CITY ENACTS AS FOLLOWS:

- 1 This Bylaw may be called the "Taxi Business Bylaw".

TITLE AND DEFINITIONS

- 2 In this bylaw:

¹ Deleted

“Applicant” means a person who applies for a license or renewal of a license by this bylaw;

“Broker” means a person to whom a taxi broker license has been issued;

“Bylaw Enforcement Officer” means any person authorized to enforce City Bylaws and includes the License Inspector;

²“Independent Owner/Operator” means a person who owns and operates a taxi without the service of a taxi broker;

“Licensee” means a person holding a valid and subsisting license issued pursuant to this bylaw;

“License Inspector” means the Inspections and Licensing Manager for the City or any member of the License Inspection Department;

³“Deleted

“Mechanical Fitness Report” means a report in a form approved by the License Inspector and signed by a licensed mechanic, which report shall contain such information as the License Inspector may require, but in any event, shall certify that the vehicle is safe, fit, and suitable for use as a taxi and include information as to the safety and condition of the steering mechanism, brake system, body work, including condition of doors and locks, windows, electrical light and signal systems, exhaust system and tire

¹ 3282/B-2008

² 3282/A-2010

³ 3282/A-2001

wear and condition, and that the vehicle is suitable for the conveyance of passengers;

“Motor Vehicle” means a vehicle propelled by any power other than muscular power;

¹ Deleted

"Person" means a natural person or a body corporate and includes a partnership, a group of persons acting in concert, or an association, unless the context explicitly or by necessary implication otherwise requires;

²"Qualified Applicant" means a person who has worked in the taxi industry in the City in the capacity of a taxi driver or broker for a period of 1200 hours in a calendar year for two consecutive years immediately prior to such person's application for a taxi license plate. The period of two consecutive years shall be deemed not to be interrupted by reason only of periods of vacation or absences due to illness not exceeding three months in total, unless approved by the License Inspector"

"Registered Owner" means a person who is the owner of a motor vehicle, or who is purchasing a motor vehicle under a lease-option to purchase or similar purchase agreement;

“Resident” means a person, firm or corporation that:

- (i) is located or resides within the boundaries of the City; or
- (ii) provides the space and services including office area and

¹ 3282/B-2008

² 3282/B-2008, 3282/A-2010

telephone from premises that are listed on the business tax roll; or

- (iii) has an occupancy permit issued under the Land Use Bylaw; and
- (iv) satisfies the License Inspector that he intends to carry on business within the City for not less than six months;

"Taxi Business" means the business of operating taxis and includes accepting calls for the dispatch of taxis and the dispatching taxis, as well as the operation of any motor vehicle such as a bus, mini-bus or van for hire by the public at large, but does not include handicap busing, private courtesy transportation such as provided by a car dealership or garage for its customers, or busing operations connected with adult or senior residences;

"Taxi Broker's License" means a license issued by the License Inspector under this bylaw, authorizing a person to operate a taxi business;

"Taxi" and "Taxicab" means a motor vehicle equipped with a meter and operated by a driver licensed and in compliance with the requirements of this Bylaw;

¹ "Taxi Driver" means any person who is licensed to drive a taxi and is the holder of a valid and subsisting Taxi Driver's License issued under this bylaw."

²"Taxi License Plate" means the City identification plate issued under this

¹ 3282/B-2008

² 3282/B-2008

bylaw for attachment to a motor vehicle licensing such vehicle for use as a taxi,”

"Taxi Licensee" means a person who holds a subsisting taxi license plate issued under this bylaw;

"Taxi Meter" means a mechanical apparatus or device for automatically measuring and registering the distance travelled by a taxi and the fee corresponding to the distance at the rate specified in this bylaw.

¹"Wheelchair Accessible Vehicle Taxi License Plate" means the City identification plate issued under this bylaw for attachment to a wheelchair accessible motor vehicle, licensing such vehicle for use as a wheelchair accessible taxi;”

²2.1 (1) An Independent Owner/Operator must be:

- a) a taxi licensee;
- b) a taxi driver; and
- c) a maximum of two persons who are
 - (i) registered owners of the taxi, or
 - (ii) the only shareholders of a corporation that owns the taxi.

(2) An Independent Owner/Operator must maintain:

- a) a business address approved by the License Inspector;
- b) a telephone communication system from the business address and from the taxi;
- c) a vehicle colour registered with the License Inspector; and

¹ 3282/B-2008

² 3282/A-2010

- d) a taxi marked and painted in accordance with this Bylaw.
- (3) An Independent Owner/Operator may only operate one taxi.
- ¹(4) a) An Independent Owner/Operator must pay an annual fee as specified in Schedule "A"
- b) The fees listed in Schedule "A" may be reduced by pro-rate on a monthly basis for each month or partial month from the date the taxi license plate is first issued until December 31 of that year for any Independent Owner/Operator who has not obtained a taxi license plate in the past.
- (5) An Independent Owner/Operator shall operate the taxi in accordance with all the requirements of this Bylaw.

LICENSING OF TAXI BUSINESS - BROKERS

- 3 (1) A Broker's license may only be issued if an applicant has:
- a) at least 3 licensed taxis registered for use in the taxi business;
 - b) registered a colour or combination of colours for taxis, distinctive from other brokers or licensees ("identification colours");
 - c) supplied a list of the motor vehicles which will be used in the taxi business.

¹ 3282/A-2015

- (2) A broker shall within 72 hours of any additions to or deletions from the list of vehicles under section 3(1) (c), inform the License Inspector of such changes.
- (3) Anyone may obtain a copy of the list of all vehicles used by a broker on application to the License Inspector and on payment of the fee specified in Schedule "A".
- (4) The License Inspector has the authority to approve the overall design of taxi cabs in order to ensure that taxi cabs associated with different brokers can be readily distinguished. This authority shall include approval of the colour of all or any part of the vehicle, the design, size, colour of lettering, logos, and insignia, and the type of signs or accessories that may be marked upon or affixed to the exterior of the vehicle.

NON-CORPORATION

- 4 (1) Any person, other than a corporation, desiring to obtain a taxi broker's license or to renew such license, shall make application to the License Inspector.
- (2) The application shall be in writing in a form to be required by the License Inspector, shall be signed by the applicant, and shall include the following information:
 - a) the full and correct name, address and telephone number of the applicant;
 - b)¹ Deleted.

¹ 3282/A-2003

- c) a list of all convictions of the applicant for any offences under the laws of Canada or of any of its provinces or territories, or of the person's country of origin before residing in Canada;
- d) such other information as the License Inspector may reasonably require.

CORPORATIONS

- 5 (1) If the applicant for a taxi broker's license is a corporation, then such corporation shall make an application to the License Inspector.
- (2) The application shall be in writing and in a form to be required by the License Inspector, shall be signed by all the corporate officers of the applicant, and shall include the following information:
- a) the correct corporate name, business address and telephone number of the corporation;
 - b) a copy of the corporate minutes and articles of incorporation, including the Certificate of Incorporation and a Certificate of Good Standing relative to the corporation;
 - c) the full and correct name, address and telephone number of all the shareholders and directors;
 - d) a list of all convictions of the corporation, its shareholders and directors, for any offences under the laws of Canada or of any of its provinces or territories, and under the laws of the country of original of the applicant and of its shareholders and directors before their

residing in Canada.

¹APPLICATIONS AND RENEWALS - BROKER'S LICENSE

- 6 (1) An application for a new broker's license may be made at any time during the year. In all cases, the application shall include:
- a) payment of the fee required in Schedule "A";
 - b) proof that the applicant qualifies for a taxi broker's license under Section 3(1)(a)
 - c) the list of the motor vehicles required under section 3(1)(c); and
 - d) the fees listed in Schedule "A" may be reduced by pro-rata on a monthly basis for each month or partial month from the date the Broker's License is first issued until December 31 of that year for any Broker who has not obtained a License in the past.
- (2) A renewal application for a broker's license issued under this bylaw shall be made no later than December 31. If a renewal application is not received by December 31, the license will be deemed expired and a new application will be required.
- (3) A taxi broker's license is valid for a calendar year, or portion thereof remaining, and shall expire on December 31 of the year in which it was issued.

¹ 3282/A-2015

- ¹⁷ A taxi broker's license is and always remains the property of the City and cannot be sold, assigned or transferred to any person except in accordance with this bylaw.

REVOCATION OF BROKER'S LICENSE

- 8 Should a broker at any time cease to meet any of the requirements of this bylaw, including section 3(a), the broker's license is automatically revoked.
- 9 Each broker operating in the City shall locate its office and communication centre in an area designated in the City Land Use Bylaw for such use.

DISPUTES RESPECTING COLOURS

- 10 Should a dispute arise between brokers respecting the registration and use of the same or similar identification colours, without limiting the authority of the License Inspector's approval, priority of choice may be given to a broker who has utilized the colours in dispute in the City for the longest period of time. With the approval of the License Inspector two or more brokers may agree to use the same colours.

HOURS OF OPERATION

- 11 Each broker shall provide 7 days per week and 24 hours per day taxi service available to residents of the City.

¹ 3282/A-2015

TRANSFER OF SALE OF BROKER'S BUSINESS

- 12 A broker who intends to sell or dispose of its taxi business either in whole or in part or, if a corporation through the sale in whole or in part of shares, shall immediately notify the License Inspector of the name or names of the proposed purchaser, the proposed date of such sale and the particulars of the proposed sale or disposition.

PURCHASE OF BROKER'S BUSINESS

- 13 The Purchaser of a broker's business must apply for a taxi broker's license as required under this bylaw.
- 14 ¹ If a Purchaser qualifies under this bylaw for a taxi broker's license, upon the payment of fees required, and upon the selling broker surrendering to the License Inspector its taxi broker's license and the delivery of all taxi license plates, the License Inspector shall issue to the purchaser a taxi broker's license and the taxi license plates."

NUMBER AND ALLOCATION OF TAXI LICENSE PLATES

- 15 (1) ² The maximum number of taxi license plates that may be issued each year under this bylaw (the "licenses available") shall be as follows:
- (i) equal to the number of licenses issued as of December 31 in the immediately preceding year and under which taxis were, in fact, operated for a minimum of 30 weeks in that calendar year; or

¹ 3282/B-2008

² 3282/B-2008

- (ii) one taxi license 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
 - (iii) one wheelchair accessible vehicle taxi license plate per 15,000 persons of the city population based on the population of the city determined in the most recent census.”
- (2) For the purpose of determining compliance with the requirement that taxis shall have been operated under a particular taxi license plate for the necessary 30 weeks, the License Inspector may require the applicant to produce copies of stand rental agreements establishing the necessary 30 week period or such other proof as the License Inspector may reasonably deem necessary.
- (3) Notwithstanding the foregoing, where, because of a combination of factors such as illness, vacation or other special circumstances, the taxi is not operated for a period of 30 consecutive weeks, the License Inspector may decide that the taxi shall nevertheless be included in the calculations for the purpose of determining the maximum number of taxi license plates to be issued.
- (4) ¹ A qualified applicant who holds a taxi license plate or plates in the expiring year shall be entitled, on application to be made on or before December 31 of the expiring year, to receive the same number of taxi license plates for the upcoming year in priority to new applicants. Thereafter, if additional taxi license plates are still available, and there are more qualified applicants,

¹ 3282/B-2008, 3282/A-2015

² 3282/B-2008

the allocation of those license plates shall be determined by a random draw conducted by the License Inspector in the last week of August of each year.

(5) License plates which are surrendered or revoked shall not thereafter be reissued.

(6) ¹A qualified applicant who holds a wheelchair accessible vehicle taxi license plate or plates in the expiring year shall be entitled, on application to be made on or before December 31 of the expiring year, to receive the same number of wheelchair accessible vehicle taxi license plates for the upcoming year in priority to the new applicants. Thereafter, if additional wheelchair accessible vehicle taxi license plates are still available, the allocation of those wheelchair accessible vehicle license plates shall be determined by an evaluation of proposals received by the License Inspector on or before August 1. The proposals shall be evaluated based on present criteria established by the License Inspector from time to time.

(7) ² Should any company not apply for its wheelchair accessible license plate, the allocation of that plate or plates shall be determined by an evaluation of proposals received by the License Inspector on or before August 1. The proposals shall be evaluated based on preset criteria established by the License Inspector from time to time.

16³ (1) Excepting a broker, no more than 2 taxi license plates shall be issued to a taxi licensee.

¹ 3282/B-2008, 3282/A-2015

² 3282/B-2008

³ 3282/A-2010,

- (2) Notwithstanding subsection 16 (1), if a person who is not already a broker wins a third taxi license plate by way of draw, that person may hold the third taxi license plate for a period of two (2) months starting the day on which the third taxi license plate was won.
- (3) During the two (2) month period referred to in subsection 16(2), the person shall submit an application to the License Inspector for a broker's license and:
 - a) if the broker's license is granted the person will be permitted to keep the third taxi license plate.
 - b) if the broker's license is not granted the person will not be permitted to keep the third taxi license plate and that person shall immediately return it to the License Inspector.

APPLICATION FOR TAXI LICENSE PLATE

- 17 Any person who wishes to obtain a taxi license plate shall deliver to the License Inspector an application in writing in a form required by the License Inspector, signed by the applicant, and include the following information and documentation:
- a) the full and correct name, address and telephone number of the applicant;
 - b) evidence that the applicant is a qualified applicant as defined by this bylaw;
 - c) evidence identifying:
 - i) the registered owner of the motor vehicle proposed for use as

- a taxi;
- ii) the holder of valid insurance for the operation of the vehicle as a taxi.
- d) a Mechanical Fitness Report for such motor vehicle and the presentation of the motor vehicle for inspection by the License Inspector at such time and place as may be required by the License Inspector;
- e) payment of the fee required;
- f) evidence the vehicle is painted in the registered identification colours of the broker with which the vehicle will be affiliated, or in the case of a vehicle which is operated independently, evidence that the vehicle is painted in the identification colours approved by the License Inspector from time to time;
- g) if there is no vehicle to which a taxi license plate is to be attached, then to provide to the License Inspector within 22 weeks of January 15th of the year of the application, the information required herein, failing which, any plate issued is automatically cancelled;
- h) in the case of a corporate applicant, the last annual corporate return of the corporation, a copy of the Certificate of Incorporation, Articles of Incorporation and a Certificate of Good Standing relative to the corporation and the full names, addresses and telephone numbers of all shareholders and directors of the corporation. Where the shareholder or director of a corporate applicant is also a corporation, the full names, addresses and telephone numbers of the shareholders and directors of such corporation, as well as the

last annual corporate return, Articles of Incorporation, and a Certificate of Good Standing relative to the corporation.

APPLICATION FOR WHEELCHAIR ACCESSIBLE PLATE

- 18 A applicant who wishes to obtain a wheelchair accessible vehicle taxi license plate shall make application to the License Inspector in accordance with the provisions of this bylaw and in addition shall provide proof to the satisfaction of the License Inspector that the vehicle in respect of which the plate is to be issued meets the requirements set forth in the document known as C.S.A. D409-92 "Motor Vehicles for the Transportation of Persons with Physical Disabilities" or any replacement for that document, or replacement regulations or requirements that may apply from time to time to the transport of persons with physical disabilities.

LICENSE INSPECTOR AUTHORITY

- 19 Taxi license plates must be renewed annually and such renewal applications must follow the requirements and procedures set out in sections 15, 16, and 17.
- 20 A taxi licensee operating a taxi under affiliation with a broker shall provide to the License Inspector the identity of the broker and shall provide such additional reasonable information in regard to the affiliation as the License Inspector may reasonably require, including copies of any written agreements between the licensee and the broker.
- 21 If a broker ceases to be the holder of a valid taxi broker's license, then the broker shall cease to operate any taxis and shall immediately return the taxi license plates issued to it to the License Inspector.

- ¹22 A taxi license plate is valid for a calendar year, or portion thereof remaining, and shall expire on December 31 of the year in which it was issued.
- 23 Taxi license plates and any other plates or insignia required by provincial law or regulations shall be placed on the taxi at locations directed by the City or the Government of Alberta.

TAXI LICENSE PLATES REMAIN THE PROPERTY OF THE CITY

- 24 (1) All taxi license plates are and always remain the property of the City and shall not be sold, leased, assigned or transferred to any person except in accordance with this bylaw. No consideration may be charged by any person for the use of such plates.
- (2) The penalty for a breach of this section shall be revocation of the plate. Additionally, anyone who breaches this provision shall be prohibited from being involved in the taxi industry in the City for a period of 5 years and shall have all licenses, permits, and plates held by them revoked.

TRANSFER OF TAXI LICENSE PLATES TO ANOTHER VEHICLE

- 25 (1) Should a taxi licensee desire to substitute another motor vehicle for any taxi for which taxi license plates have been issued, such licensee shall deliver to the License Inspector the taxi license plates issued for such taxi, together with such information concerning the motor vehicle to be substituted as the License Inspector may require, including:
- a) a Mechanical Fitness Report;

¹ 3282/A-2015

- b) evidence that the vehicle is painted in appropriate colours;
 - c) evidence of insurance;
 - d) such other information as the License Inspector may reasonably require to ensure conformity with this bylaw.
- (2) When the License Inspector is satisfied that the motor vehicle proposed to be substituted complies with this bylaw and is safe, fit and suitable for use as a taxi and that the above conditions have been met, he shall, upon payment by the taxi licensee of the fee required in Schedule "A", reissue to the taxi licensee the taxi license plate for the motor vehicle so substituted. No taxi license plate shall be reissued if by so doing, the taxi licensee would hold more taxi license plates than the number permitted by section 15(1).

STANDBY TAXI

- 26 (1) On payment of the transfer fee, a taxi licensee may apply to register one standby taxi to be used in substitution for a taxi that is removed from service for repair.
- (2) A standby taxi may be used for a period not exceeding 60 consecutive days and then only as a replacement for a taxi which is being repaired.
- (3) A licensee who wishes to use a registered stand-by taxi in substitution for a taxi, must first notify the License Inspector and all brokers in the City of Red Deer and provide the following information, and must do so immediately by FAX:
- a) name of licensee;

- b) description of taxi being repaired – colours and number;
 - c) description of stand-by taxi – colours and number;
 - d) taxi license plate number;
 - e) date of commencement of use of stand-by taxi.
- (4) After this notification and information has been provided, the taxi license plate may be removed from the taxi being repaired and be attached to the stand-by taxi, which may then be put into service as a taxi.
- (5) When the taxi is repaired and ready to return to service, the licensee shall first notify the License Inspector and all brokers of the following information and may do so by FAX:
- a) name of licensee;
 - b) description of taxi which was repaired – colours and number;
 - c) description of stand-by taxi – colours and number;
 - d) taxi license plate number and;
 - e) date of return to use of the repaired taxi.
- (6) After Section 26(5) has been complied with and on payment of the transfer fee, the taxi license plate may be removed from the stand-by taxi and be re-attached to the taxi and the taxi may be returned to service.

- (7) A stand-by taxi may not be used as a taxi, including use as a taxi on delivery service, unless sections 26(3) and (4) have been complied with.
- (8) When a stand-by taxi is not required for use as a taxi, it may be used as a private vehicle.
- (9) It is an offence for any licensee to:
 - a) use a stand-by taxi as a taxi unless a taxi license plate is attached to it;
 - b) use a stand-by taxi or return a taxi to service without first having given the required notices.
- (10) For each breach of section 26(9) the License Inspector shall revoke one taxi license held by the offending licensee.

TRANSFER OF TAXI LICENSE PLATES

- 27 (1) Should a taxi licensee desire to transfer any taxi license plate to another person, such licensee shall deliver the taxi license plate to the License Inspector.
- (2) The proposed transferee of a taxi license plate shall make application to the License Inspector for the transfer of the taxi license plate in such form as may be required by the License Inspector and will provide such information as may reasonably be required by the License Inspector.
- (3) No transfer of a taxi license plate shall be approved unless:

- a)¹ the taxi licensee proposing the transfer has been the holder of the taxi license plate for not less than the two consecutive years immediately prior to the date of the proposed transfer, unless the taxi licensee is proposing the transfer due to ill health, proof of which shall be supplied to the satisfaction of the License Inspector;”
- b) the proposed transferee shall comply with the requirements of section 17; and
- c) the proposed transferee has paid the fee required in Schedule "A".
- d)² the fees listed in Schedule “A” may be reduced by pro-rata on a monthly basis for each month or partial month from the date the taxi license plate is first issued until December 31 of that year for any taxi licensee who has not obtained a License in the past.

DEATH OF TAXI LICENSEE

- 28 (1) The Executor of the estate, or if there is no Executor named under a will then the next of kin or personal representative of the deceased taxi licensee as designated by a Judge of the Surrogate Court of Alberta, may for a period of not more than 120 days after the date of death of the taxi licensee:
- (a) continue to operate the licensed taxi; and
 - (b) exercise the powers of a taxi licensee to arrange for the transfer of the taxi and the taxi license plate set out in section 27.

¹ 3282/B-2008

² 3282/A-2015

- (2) If the taxi license plate is not transferred within the time period set out herein, the taxi license plate ceases to be valid and must be surrendered to the License Inspector.

LICENSING OF TAXI DRIVERS

- 29 (1) Any person who wishes to obtain a taxi driver's license or to renew such license, shall apply to the License Inspector, in writing in a form required by the License Inspector and signed by the applicant, including the following information:
- a) the full and correct name, address, and telephone number of the applicant;
 - b) the physical description of the applicant;
 - c)¹ Deleted;
 - d) a list of all convictions of the applicant for any offences under the laws of Canada or of any of its provinces, or territories, or country of origin before residing in Canada;
 - e) a declaration of any physical or medical disability of the applicant;
 - f) a list of all the provinces or territories in Canada in which the applicant has at any time been issued a license to drive a motor vehicle;
 - g) evidence that the applicant is properly licensed to drive a motor

¹ 3282/A-2003

vehicle under the laws of the Province of Alberta;

- h)¹ the applicant's original driving abstract issued from the Motor Vehicles Branch of the Solicitor General's Office for the Province of Alberta or, if applicable, from any province or territory in which the applicant has formerly resided, dated within 45 days of the date of application;
 - i)² on initial application, or on subsequent applications when a taxi driver's license has lapsed for three months or has been revoked by the License Inspector, provide proof that the applicant has successfully completed a driver improvement course recognized by the City within 365 days prior to the date of application, or proof that the applicant will take the course within 30 days of the date of application."
 - j) the fee in the amount set out in Schedule "A".
 - k)¹ the fees listed in Schedule "A" may be reduced by pro-rata on a monthly basis for each month or partial month from the date the taxi driver's license is first issued until December 31 of that year for any taxi licensee who has not obtained a License in the past.
- (2) Each taxi driver licensee shall inform the City in a timely manner of any change in the address and telephone number at which the licensee may be contacted during normal business hours.

¹ 3282/B-2008

² 3282/B-2008

30² A taxi driver's license is valid for a calendar year, or portion thereof remaining, and shall expire on December 31 of the year in which it was issued.

31 (1) Each taxi driver when operating a taxi shall:

- a) prominently display his taxi driver's license in such a position inside the taxi so that it is clearly visible to all passengers in the taxi;
- b) be neatly dressed, clean, well behaved and courteous to passengers;
- c) not permit to be carried in his taxi, at any time, a greater number of passengers than the vehicle manufacturer's recommended seating capacity or the number of manufacturer's installed seatbelts, whichever is lesser;
- d) not demand payment of any fees or benefits not specifically authorized by this bylaw;
- e) after completion of every trip, inspect the taxi and, if he finds any article lost or left therein, deliver the same to the broker for return to the owner, if known. If the owner is not known, the broker shall deliver the article to the City Detachment of the R.C.M.P, who shall deal with the matter according to law. If unclaimed after 30 days, such article shall be returned to the broker for return to the taxi driver;

¹ 3282/A-2015

² 3282/A-2015

- f) unless otherwise directed by a passenger, drive passengers by the most direct practicable route to their destination; and
- g) whenever requested by a passenger, issue a receipt for the amount of the taxi fare paid by such passenger.

31 (2)¹ Each taxi driver shall inform the License Inspector in writing immediately of any change in the status of their Provincial Driver's License or of any health issues that may compromise their ability to drive a taxi."

TAXI METERS

32 The taxi meter in a taxi shall:

- a) automatically register the distance and the correct fee or charge in accordance with the tariff of fees specified in Schedule "B";
- b) be so installed and adjusted as to automatically operate while the taxi is under hire, whether the taxi is in motion or standing;
- c) be in such location as to be plainly visible to passengers in the taxi;
- d) be sealed as required by this bylaw;
- e) be installed in the taxi in such manner as the License Inspector may direct; and
- f) be so illuminated that the fare can be read at all times by a

¹ 3282/B-2008

passenger in the front or rear seats of such taxi.

33 The taxi licensee shall produce all taxi meters to be inspected, tested for accuracy and registration, and sealed by the License Inspector before being used. The taxi licensee shall not less than once every 6 months thereafter or, upon the request of the License Inspector, produce all such taxi meters to the License Inspector for inspection and accuracy testing.

34¹ Where a taxi meter ceases to operate or register properly at a time when the office of the License Inspector is not open, the taxi licensee or taxi driver, upon driving the taxi to the office of the City Detachment of the R.C.M.P., may remove the seal from the meter, repair the meter and have the meter resealed by a peace officer. The taxi licensee shall present the taxi to the License Inspector for meter testing and resealing on the next day that the office of the License Inspector is open for business. Should the meter be found to be accurate, no charges shall be laid under this bylaw.

35 If a taxi meter is incorrectly recording the distance and corresponding charge or fee, the taxi licensee shall forthwith notify the License Inspector who shall cause such taxi meter to be reinspected and retested. If found to be defective, such taxi meter shall not be used until it is repaired, retested and resealed by the License Inspector.

2 Deleted

¹ 3282/A-2002

² 3282/A-2007

REGULATIONS RESPECTING TAXI CONDITIONS AND MECHANICAL FITNESS

- 36 A taxi licensee shall, once every 6 months following the issuance of the taxi license plate, have a complete mechanical fitness inspection made of the taxi by a licensed mechanic and provide a Mechanical Fitness Report to the License Inspector.
- 37 (1) ¹ If a Mechanical Fitness Report does not certify that a taxi is safe, fit and Suitable for such use, no person shall permit the taxi to be driven as a taxi unless and until all deficiencies have been corrected and repaired and a further Mechanical Fitness Report for such taxi confirming the repairs and certifying that it is safe, fit and suitable for use as a taxi has been delivered to the License Inspector.
- 37 (2) ² Notwithstanding anything contained in section 37(1), no person shall permit any vehicle to be driven as a taxi if the vehicle is older than 13 model years, effective January 1, 2013. Exceptions may be authorized for wheelchair accessible vehicles only following a written request to and vehicle inspection by the License Inspector.”
- 38 The License Inspector may at any time require a taxi to be inspected by a Licensed Mechanic designated by the City, at such time and place as the License Inspector may designate and the taxi licensee shall deliver such taxi at the time and place so designed.

¹ 3282/B-2008, 3282/A-2010

² 3282/B-2008, 3282/A-2010

- 39 All costs of inspection of a taxi shall be paid for by the taxi licensee
- 40 No person shall obstruct or interfere with any inspection that may be required under this bylaw.
- 41 Upon completion of any inspection, a Mechanical Fitness Report, including confirmation of repairs made, shall be delivered forthwith to the License Inspector.

TAXI LICENSEE TO ENSURE TAXI CONDITION

- 42 (1) The taxi licensee shall at all times ensure that the taxi is clean, in good condition, and mechanically maintained so as to be safe and suitable for use as a taxi. Without limitation, this shall include general appearance of the vehicle both exterior and interior, windshield, body condition, and tires.
- (2) No taxi licensee shall operate or permit the operation of a vehicle if a licensed mechanic is unable to certify the vehicle as safe and suitable for use as a taxi.

BROKER TO ENSURE TAXI CONDITION

- 43 (1) The Broker shall at all times ensure that all taxis owned by or affiliated with him under his taxi broker's license are clean, in good condition, and mechanically maintained so as to be safe and suitable for use as a taxi.
- (2) No broker shall operate or permit the operation of a taxi if a licensed mechanic is unable to certify the taxi as safe and suitable for use as a taxi.

RECORDING OF TRIPS

- 44 Each driver shall keep or cause to be kept a record on a form approved by the License Inspector showing:
- a) the time and date when each customer is picked up;
 - b) the location at which each customer is picked up; and
 - c) the destination at which each customer is discharged.

INSPECTION OF DOCUMENTS

- 45 Each broker, taxi licensee and taxi driver shall, upon the demand of a peace officer, license inspector or bylaw enforcement officer produce any permit, identification card, registration card, license or other document which they may, from time to time, be required to have under this bylaw.

SCANNER

- 46 No broker or taxi licensee shall allow a radio scanner or any other device capable of monitoring the radio signals of any other broker or taxi licensee to be installed or carried in any taxi.

TAXI AND PLATE IDENTIFICATION NUMBER

- 47 The name and vehicle identification number of a taxi owned, operated or affiliated with a broker shall be prominently displayed on each taxi or its roof light in lettering not less than 2 inches in height to the satisfaction of the License Inspector. The vehicle identification number and the number of the taxi license plate affixed to the taxi must be the same.

CAR TOP AND WINDOW ADVERTISING

- 48 Subject to the approval of the License Inspector and the following, roof top advertising may be placed on taxis:
- a) signs must be a commercially manufactured unit and approved by the License Inspector and may display advertising visible only from the sides of the vehicle;
 - b) illumination of advertising shall not exceed 40 watts and shall be non-flashing;
 - c) advertising messages shall not exceed 15 inches in height;
 - d) advertising should be of good taste, subject to approval of the License Inspector;
 - e) advertising signs shall display the word "taxi" visible to the front and rear of the taxi at least as prominent as the advertising;
 - f) perforated vinyl window film advertising may be displayed on the rear side windows and rear window, subject to the approval of the License Inspector.

POWERS OF THE LICENSE INSPECTOR

49 The License Inspector is hereby authorized to:

- a) refuse to issue, renew or transfer any taxi broker's license where the applicant or broker does not, in the reasonable opinion of the License Inspector, comply with the requirements of this bylaw;
- b) revoke or suspend a taxi broker's license if, in the reasonable opinion of the License Inspector, the broker has not complied with the requirements of this bylaw or is breaching any provision of this bylaw;
- c) refuse to issue, renew or transfer any taxi license plate for any taxi which, in the opinion of the License Inspector, does not comply with the requirements of this bylaw;
- d) revoke or suspend a taxi license plate for any taxi which, in the opinion of the License Inspector, does not comply with the requirements of this bylaw;
- e) refuse to issue a taxi driver's license to any person or to renew a taxi driver's license issued to any person under this bylaw;
 - i) where that person has a driving record which, in the opinion of the License Inspector, makes him unfit to drive a taxi; or
 - ii) where the character, conduct or state of health of that person is such that he is, in the opinion of the License Inspector, unfit to drive a taxi;

- f) revoke or suspend a taxi driver's license:
 - i) where the taxi driver acquires a driving record which, in the opinion of the License Inspector, makes him unfit to drive a public conveyance; or
 - ii) where the character, conduct or state of health of the taxi driver becomes such that he is, in the opinion of the License Inspector, unfit to drive a public conveyance; or
 - iii) where the taxi driver does not, in the opinion of the License Inspector, comply with the requirements of this bylaw or is in breach of any provision of this bylaw; or
 - iv) where a taxi driver's license was issued to a person who is enrolled in an approved driver improvement course and such person does not complete and pass such course within 30 days of the date of application for a license;
- g) revoke or suspend any license when, in the opinion of the License Inspector, the holder of that license has breached any provision of this bylaw;
- h) prescribe and authorize the forms, license and certificates to be used or issued under this bylaw.

50

A suspension of any license by the License Inspector may be:

- a) for a period of time not exceeding the unexpired term of the license;
or

- b) where the suspension is for non-compliance with this bylaw, until the requirements of the bylaw, in the opinion of the License Inspector have been met.

51 Any license issued under this bylaw may be revoked or suspended by the License Inspector for non-compliance with the requirements of this bylaw notwithstanding that the holder of the License has not been formally charged, prosecuted or convicted for a contravention of this bylaw.

POWERS OF PEACE OFFICERS

52 In addition to any other general powers he may have, a peace officer is authorized to:

- a) suspend a taxi license plate with respect to any taxi which does not, in the opinion of the peace officer comply with this bylaw, or is in breach of any provision of this bylaw;
- b) suspend a taxi driver's license issued under this bylaw:
 - i) where the taxi driver has or obtains a driving record or conviction which, in the opinion of the peace officer, makes him unfit to drive a public conveyance; or
 - ii) where the character, conduct or state of health of the taxi driver is such or has become such that he is, in the opinion of the peace officer, unfit to drive a public conveyance; or
 - iii) where the taxi driver does not, in the opinion of the peace officer, comply with the requirements of this bylaw.

53 Where a taxi license plate or a taxi driver's license is suspended by a peace officer, the peace officer shall, as soon as practical, forward notification of the suspension and the reasons therefor to the License Inspector.

54 The suspension of a taxi license plate or a taxi driver's license by a peace officer shall not exceed 72 hours, unless otherwise permitted by law.

APPEAL

55¹ Any decision of the License Inspector under section 50 of this bylaw may be appealed to the Red Deer Appeal & Review Board by the broker, licensee, or driver in accordance with the relevant procedures as outlined in The City of Red Deer Committees Bylaw.

RATES

56 (1) The fees to be charged passengers carried in taxis in the City are those set out on Schedule "B" annexed hereto and made part of this bylaw.

 (2) No taxi licensee or taxi driver or any other person shall charge or collect a greater or lesser amount than is specified in Schedule "B".

OFFENCES AND PENALTIES

57² No Person shall carry on a taxi business without being an Independent Owner/Operator or the holder of a valid and subsisting taxi broker's license.

58 No person shall operate or permit a motor vehicle to be operated as a taxi

¹ 3282/A-2007, 3282/A-2009

² 3282/A-2010

unless a taxi license plate has been issued for that motor vehicle.

- 59 No person shall operate or permit the operation of a taxi bearing registered identification colours of a broker unless that vehicle is owned or operated by that broker or unless the owner of the vehicle is affiliated with that broker.
- 60¹ (1) No broker or taxi licensee shall, either directly or indirectly, permit any person to drive a taxi unless that person is the holder of a subsisting taxi driver's license.
- (2)² Notwithstanding Section 60 (1), a mechanic or any person in his/her employment may drive a taxi while engaged in repairs or routine maintenance of the taxi without holding a subsisting taxi drivers license.
- 61 No taxi licensee shall permit any taxi license plate to be attached to, or be used in connection with any motor vehicle other than the taxi for which the taxi license plate was issued.
- 62 No taxi licensee shall allow or permit the operation of a taxi when that taxi does not comply with this bylaw.
- 63 No taxi licensee shall allow or permit a taxi to be operated when the taxi meter fails to comply with any of the requirements of this bylaw.
- 64 Subject to section 34, no taxi licensee shall allow or permit a taxi to be operated unless the seal placed on the taxi meter is unbroken.
- 65 No person shall drive a taxi within the City without being the holder of a

¹ 3282/A-2004

² 3282/A-2007

subsisting taxi driver's license.

66¹ No person shall drive a wheelchair accessible vehicle taxi within the City of Red Deer without being the holder of a valid and subsisting taxi driver's license."

67 It is an offence to fail to provide priority for the use of wheelchair accessible vehicle taxis to persons with physical disabilities who are in wheelchairs.

68 No person shall supply false or misleading information in an application for any license, permit, Mechanical Fitness Report, certificate or other document submitted or filed with the License Inspector.

69² No broker, taxi licensee or person operating any taxi shall display or allow the display of any advertising material upon the taxi other than as required or permitted by sections 48 and 49.2

70³ Any person who contravenes Sections 11, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, and 69, of this bylaw is guilty of an offence and liable upon summary conviction to a fine as specified in Schedule "C" of this bylaw and, in default of payment thereof, to imprisonment for a period not exceeding six months."

71 Any person who contravenes any other provision or requirement of this

¹ 3282/B-2008

² 3282/A-2007

³ 3282/B-2008

bylaw shall be guilty of an offence and shall pay a specified penalty of \$110.00.

72 Any peace officer, license inspector or bylaw enforcement officer who has reasonable grounds to believe that any person has contravened any provision of this bylaw shall:

- a) ¹ in the case of a contravention set out in section 71, serve upon such person a summons requiring the individual to appear in court;
- b) in all other instances, serve upon such person an offence ticket allowing for the payment of the specified penalty to the City in lieu of prosecution for the offence.

73 Bylaw No. 3076/92 is hereby repealed.

²74 The following provisions apply to any license issued under this bylaw in 2015:

- a) For licenses issued after May 1, 2015, the license fees set out in Schedule "A" shall be reduced pro-rata on a monthly basis for each month or partial month from the date the license is first issued until December 31;
- b) For licenses issued before May 1, 2015, provided the licensee has paid the fee for a license which was to be valid for 12 months, the license will expire on December 31, 2015 and the licensee shall receive a pro-rated credit for all remaining months or partial months

¹ 3282/A-2007

² 3282/A-2015

which, at the licensee's discretion may be applied to the licensee's
2016 license fees or refunded to the licensee.

READ A FIRST TIME IN OPEN COUNCIL this 18th day of June 2001.

READ A SECOND TIME IN OPEN COUNCIL this 18th day of June 2001.

READ A THIRD TIME IN OPEN COUNCIL this 18th day of June 2001.

AND SIGNED BY THE MAYOR AND CITY CLERK this 18th day of June 2001.

"G.D. Surkan"

"Kelly Kloss"

MAYOR

CITY CLERK

SCHEDULE "A"

¹ANNUAL LICENSE FEES

Page 1 of 1

The Taxi Business Bylaw Annual License Fees shall be as provided for in City Council Policy 4415-C Taxi Business Fees and Metered Fare Rates.”

¹ 3282/B-2008

¹SCHEDULE "B"

The Taxi Business Bylaw Metered Fare Rates shall be as provided for in City Council Policy 4415-C Taxi Business Metered Fare Rates."

¹ 3282/B-2008

¹ “SCHEDULE “C”**PENALTIES**

Section	Description	First Offence	Second Offence	Third Offence
11	Broker failing to provide seven days a week, 24 hours a day taxi service	\$250	\$500	\$750
58	Operating a taxi without a taxi license plate	\$750	\$1,000	\$1,250
59	Operating a taxi bearing the colors of a broker without affiliation with that broker	\$250	\$500	\$750
60(1)	Permitting, as a broker or licensee, a person without a taxi driver's license to drive a taxi	\$500	\$750	\$1,000
61	Permitting a taxi license plate to be attached to a vehicle other than that for which the taxi license plate was issued	\$500	\$750	\$1,000
62	Permitting the operation of a taxi that does not comply with the bylaw	\$500	\$750	\$1,000
63	Permitting a taxi to be operated when the taxi meter does not comply with the bylaw	\$250	\$500	\$750
64	Permitting a taxi to be operated with a broken seal on the taxi meter	\$500	\$750	\$1,000
65	Driving a taxi without a taxi driver's license	\$1,000	\$1,500	\$2,000
66	Driving a wheelchair accessible vehicle taxi without a taxi driver's license	\$1,000	\$1,500	\$2,000
67	Failing to provide priority to persons in	\$750	\$1,000	\$1,250

¹ 3282/B-2008

	wheelchairs to use wheelchair accessible vehicle taxis			
68	Supplying false or misleading information to the License Inspector	\$750	\$1,000	\$1,250
69	Displaying advertising that does not comply with the bylaw	\$250	\$500	\$750

In all other respects, Bylaw No. 3282/2001 is hereby ratified and confirmed.

**Appendix B: Existing Limousine and
Sedan Bylaw 3394/2007**

BYLAW NO. 3394/2007

A Bylaw to License and Regulate the use of Limousines and Sedans for hire within the limits of The City of Red Deer.

COUNCIL OF THE CITY OF RED DEER, ALBERTA, ENACTS AS FOLLOWS:

1 This Bylaw may be cited as the Limousine and Sedan Bylaw.

2 **DEFINITIONS**

In this Bylaw unless otherwise specified:

“Bylaw Enforcement Officer” means any person authorized to enforce City bylaws and includes the License Inspector;

“Chauffeur” means any person who is in possession of a current and valid City of Red Deer Chauffeur License;

“Chauffeur License” means a license issued to a person for the purpose of driving a limousine or sedan;

“License Inspector” means the Inspections and Licensing Manager for The City or any designated member of the Inspections and Licensing Department for The City;

“Limousine” means a motor vehicle for hire, not equipped with a meter, to transport persons, which has a minimum seating capacity of five (5) passengers in the rear compartment which shall include, but is not limited to, formal limousine, stretched limousine, super, mega and ultra stretched limousines;

“Limousine Service” means the business of providing limousines for transporting persons;

“Limousine Vehicle Identification License” means The City of Red Deer identification issued under this bylaw for attachment to a limousine vehicle;

“Mechanical Fitness Report” means a form approved by the License Inspector and signed by a licensed mechanic which shall contain such information as the License Inspector may require but in any event shall certify that the vehicle is safe, fit and include information as to the safety and condition of the steering mechanism, brake system, bodywork, including conditions of doors and locks,

windows, electrical light and signal systems, exhaust system, tire wear and condition and that the vehicle is suitable to convey passengers;

“Motor Vehicle for hire” means a vehicle propelled by any power other than muscular power;

“Non-resident” means a person, business or corporation that is not a resident as defined in this bylaw;

“Peace Officer”, “Special Constable”, and “Bylaw Enforcement Officer” means any employee of The City appointed as a Special Constable or Bylaw Enforcement Officer and any member of the Canadian Corps of Commissionaires or the City Detachment of the R.C.M.P. appointed or assigned to enforce the provisions of this bylaw;

“Person” means a natural person or body corporate and includes a partnership, a group of persons acting in concert, or an association;

“Pre-scheduled” means a minimum of one (1) hour before a trip begins;

“Resident” means a person, business or corporation that has a business location in the city of Red Deer with a valid Occupancy Permit or resides in the city of Red Deer, and has a valid Home Occupation License for a Limousine or Sedan Service;

“Sedan” means a full sized, four door, motor vehicle for hire, not equipped with a meter, to transport persons. which has a maximum seating capacity of not more than four (4) passengers in the rear compartment;

“Sedan Service” means the business of providing sedans for transporting persons;

“Sedan Vehicle Identification License” means The City of Red Deer identification issued under this bylaw for attachment to a sedan vehicle;

“Single Event” means the use of a Limousine or Sedan in a twenty four (24) hour period once in a calendar year”.

3 LICENSES – BUSINESS AND VEHICLES

ALL APPLICANTS

- (1) No person shall operate a Limousine Service or Sedan Service or Limousine or Sedan without the following:

- (a) a valid Occupancy Permit, Home Occupation License or Non Resident Business License obtained pursuant to The City of Red Deer bylaws,
 - (b) a City of Red Deer Chauffeur License,
 - (c) a Limousine Vehicle or Sedan Vehicle License Identification tag attached to each Limousine or Sedan as issued hereunder.
- (2) Any person who wishes to operate a Limousine Service or Sedan Service or Limousine Vehicle or Sedan Vehicle shall obtain the applicable licenses by making application to the License Inspector and paying the applicable fee as set out in Schedule "A".
- (3) All applications shall be in writing and shall include identification of the registered owner, mechanical inspection, and proof of valid insurance with respect to all limousines and sedans to be used and the following information:

NON-CORPORATION

- (i) full name, address and telephone number of the business and the individual completing the application;
- (ii) list of all convictions, both criminal and traffic, in any jurisdiction;
- (iii) such other information as the License Inspector may reasonably require.

CORPORATION

- (iv) corporate name, business address and telephone number of the corporation and the individual completing the application;
- (v) copy of minutes and articles of incorporation, Certificate of Incorporation and Certificate of Good Standing with respect to the corporation;
- (vi) full name, address and telephone number of all shareholders, directors and office holders of the corporation;
- (vii) list of all convictions of the corporation, its shareholders and directors both criminal and traffic in any jurisdiction;
- (viii) such other information that the License Inspector may reasonably require.

4 CHAUFFEUR LICENSES

- (1) No person shall drive a Limousine or Sedan or act as a Limousine or Sedan Chauffeur without being in possession of a valid City of Red Deer Chauffeur License obtained pursuant to this bylaw. A licensed automotive mechanic may perform a test drive and not be in breach of this section.
- (2) Any person who wishes to drive a Limousine or Sedan or act as a Limousine or Sedan Chauffeur shall obtain the applicable license by making application to the License Inspector and paying the applicable fee set out in Schedule "A".
- (3) The application shall be in writing and shall contain the following information:
 - (a) full and correct name, address and telephone number of the applicant as well as the name and current address of the licensed business employing the applicant;
 - (b) evidence that the applicant is properly licensed under the laws of the Province of Alberta for the class of vehicle that will be operated;
 - (c) current abstract of driving record from the Province of Alberta and from any territory or Province where the applicant has previously had a drivers license, dated within 30 days of application date;
 - (d) a list of all convictions, criminal, traffic and otherwise in any jurisdiction;
 - (e) such other information that the License Inspector may reasonably require;
 - (f) on initial application, evidence the applicant has completed a driver improvement course recognized by the City, taken within 6 months of application OR proof the applicant is registered to take a driver improvement course within 30 days of application date.

5 ¹TERM AND RENEWAL OF LICENSES

- (1) A Chauffeur License is valid for a calendar year, or portion thereof remaining, and shall expire on December 31 of the year in which it was issued.

¹ 3394/A-2015

- (2) A Limousine Business License or Sedan Business License is valid for a calendar year, or portion thereof remaining, and shall expire on December 31 of the year in which it was issued.
- (3) A Limousine Vehicle Identification License or Sedan Vehicle Identification License is valid for a calendar year, or portion thereof remaining, and shall expire on December 31 of the year in which it was issued.
- (4) A renewal application for any license issued under this bylaw shall be made no later than December 31. If a renewal application is not received by December 31, the license will be deemed expired and a new application will be required.

6 DUTY TO ADVISE OF CHANGE IN INFORMATION

A licensee must advise The City of any changes in the information required under Sections 3 and 4;

- (a) on an application to renew its license; and
- (b) during the currency of any license, within 30 days of any changes to such information.

7 TRANSFER OF VEHICLE IDENTIFICATION LICENSE TO ANOTHER VEHICLE

- (1) Should a vehicle licensee desire to substitute another limousine or sedan motor vehicle for any limousine or sedan motor vehicle for which an identification tag has been issued, such licensee shall deliver to the License Inspector the identification tag issued and the information concerning the limousine or sedan motor vehicle to be substituted as the License Inspector may require, including;
 - a) a Mechanical Fitness Report;
 - b) evidence of registration;
 - c) evidence of insurance;
 - d) such other information as the License Inspector may reasonably require to ensure conformity with this bylaw.
- (2) When the License Inspector is satisfied that the motor vehicle proposed to be substituted complies with this bylaw and is safe, fit and suitable for use and that the above conditions have been met, he shall, upon payment by the licensee of the fee required in Schedule "A", reissue to the licensee the vehicle identification tag for the motor vehicle so substituted.

8 OPERATING REQUIREMENTS

- (1) A person operating a Limousine or Sedan or Limousine service or Sedan service;
 - (a) shall not operate on a fixed or scheduled route;
 - (b) shall not cruise city streets or highways for the purpose of soliciting work;
 - (c) shall not occupy a marked taxi stand;
 - (d) shall not pick up passengers in a marked taxi zone or taxicab stand;
 - (e) Shall not accept passengers unless the service was previously scheduled a minimum of one (1) hour in advance;
 - (f) shall ensure all trips are pre-scheduled, contracts are signed and log books are kept in the vehicle, as to the date and time the trip is booked, the date and time of the trip, number of passengers, place of pick up and destination for each trip;
 - (g) shall ensure all signed contracts and log books are kept safe and secure for a minimum of one year from the time of the trip;
 - (h) shall ensure that when on duty will present a clean, neat and well groomed appearance and
 - (i) shall wear clothing that is neat, clean and appropriate for transporting persons;
 - (j) shall ensure the minimum rates are charged in accordance with Schedule B.

9 POWERS OF LICENSE INSPECTOR

- (1) The License Inspector is hereby authorized to:
 - (a) inspect or cause to be inspected any vehicle which is used to provide services under this bylaw;

- (b) refuse to issue or renew any license where, in the reasonable opinion of the License Inspector, the applicant does not comply with the requirements of this bylaw;
- (c) revoke or suspend any license if, in the reasonable opinion of the License Inspector, the licensee has not complied with or is breaching any provision of this bylaw;
- (d) revoke or refuse to issue a Chauffeur License under this bylaw where, in the reasonable opinion of the License Inspector, the person applying for a license or to whom a license has been issued:
 - (i) has a driving record which makes the driver unfit to drive a public conveyance;
 - (ii) the character, conduct or state of health makes the driver unfit to drive a public conveyance;
 - (iii) the driver does not comply with the requirements or is in breach of any of the provisions of this bylaw;
- (e) require a driver to undergo additional driver improvement or driver training courses;
- (f) prescribe and authorize the forms, licenses and certificates to be used or issued under this bylaw.

10 INSPECTION OF DOCUMENTS

Every licensee under this bylaw shall upon the demand of the License Inspector, Bylaw Enforcement Officer or Peace Officer produce any license or document, which the licensee may be required to have under this bylaw.

11 MECHANICAL FITNESS OF VEHICLES

- (1) The License Inspector may require any vehicle used to provide services under this bylaw to undergo such inspections for safety and mechanical fitness and to undergo such repairs as in the reasonable discretion of the License Inspector is deemed necessary for the safety of the public; such inspections are not limited to but may include as follows:
 - (a) the yearly provision of a Mechanical Fitness Report prepared by a licensed mechanic;

- (b) the repair and correction of any deficiencies and the provision of a further Mechanical Fitness Report confirming same.
- (2) All costs of inspections and repairs shall be paid for by the licensee.
- (3) No person shall obstruct or interfere with any inspection required under this bylaw.

12² APPEAL

A decision of the License Inspector made pursuant to Sec. 9 (1), (b), (c), and (d) of this bylaw may be appealed to the Red Deer Appeal & Review Board, in accordance with the procedures as outlined in The City of Red Deer Committees Bylaw.

13³ ANNUAL LICENSE FEES

- (1) The License Fees under this bylaw are set out in Schedule "A" annexed hereto and made part of this bylaw.
- (2) The fees listed in Schedule "A" may be reduced pro-rata on a monthly basis for each month or partial month from the date the License is first issued until December 31 of that year for any Licensee who has not obtained a License in the past.

14 RATES TO BE CHARGED FOR LIMOUSINE OR SEDAN SERVICES

The minimum rate to be charged for the hire of a Limousine or Sedan is set out in Schedule "B" annexed hereto and made part of this bylaw. There shall be no charges for portions of an hour for the first hour. After the first hour, portions of no less than half hour increments may be charged.

15 OFFENCES AND PENALTIES

- (1) Any person who contravenes the provisions of this bylaw shown in Schedule "C" is guilty of an offence and liable to pay a fine as specified in Schedule "C" which is annexed hereto and made part of this bylaw.
- (2) Any person who contravenes a provision of this bylaw not listed in Schedule "C" is guilty of an offence and liable upon summary conviction to

² 3394/A-2009

³ 3394/A-2015

pay a fine of not less than \$250.00 and not more than \$2500.00 and in default of payment to imprisonment for a period not exceeding 6 months.

- (3) Any person who contravenes any provision of this bylaw and is found guilty of a second or subsequent offence is liable upon summary conviction to pay a fine of not less than \$5000.00 and not more than \$10,000.00 and in default of payment to imprisonment for a period not exceeding six months.
- (4) A Peace Officer, License Inspector, or Bylaw Enforcement Officer who has reasonable grounds to believe that any person has contravened any provision of this bylaw shall:
 - (a) in the case of a contravention set out in Schedule "C" serve upon such person an offence ticket allowing for payment of the specified penalty to The City in lieu of prosecution of the offence;
 - (b) in all other instances serve upon such person a summons requiring the person to appear in court;
 - (c) authorize the removal, or cause to be removed, any vehicle found operating in contravention of this bylaw.
 - (i) No impounded vehicle shall be released to its owner or his agent until the impounding charge and removal charge on the vehicle have been paid, such charges shall be in addition to any fine or penalty imposed in respect of any such violation, or to any payment made in lieu of prosecution herein provided. The City is not responsible for impounding, towing, or removal charges.
- (5) In addition to any penalty(s) the person must pay the applicable license fee(s).

16 EXEMPTIONS

Notwithstanding any other provision in this bylaw the License Inspector may grant an exemption for the following;

- (1) Taxi's licensed under the Taxi Business Bylaw;
- (2) City of Red Deer Transit Services;
- (3) private courtesy transportation such as provided by a car dealership or garage for its customers, and

- (4) transporting operations connected with adult or senior living residences for which no fee is charged;
- (5) busing operations connected with Public or Separate School Boards;
- (6) motor vehicles used in the course of providing care to clients who require personal assistance with activities of daily living;
- (7) Funeral vehicles operating within the scope of a funeral service.

17 GENERAL

- (1) All Limousine Business, Sedan Business and Chauffeur licenses issued pursuant to this bylaw are the property of the City and may not be transferred.
- (2) No license may be issued or renewed if the applicant, or any individual or corporation named in the application, has an unpaid fine owing to the City for an offence under this bylaw.
- (3) A copy of a record of the City, certified by the Inspections and Licensing Manager as a true copy of the original, shall be admitted as evidence as prima facia proof of the facts stated in the record without proof of the appointment or signature of the person signing it.
- (4) In any prosecution for an offence, where a question arises as to whether a person had a valid and subsisting License, the burden is on that person to establish that the License was valid and subsisting.

18 SEVERABILITY

The invalidity of any provision of this Bylaw shall not affect the validity of the remainder.

19⁴ TRANSITIONAL

- (1) Notwithstanding anything in this bylaw, a Limousine Service, Limousine vehicle, Sedan Service, Sedan vehicle or chauffeur in existence as at the date of this bylaw shall not be guilty of the offence of not having a license, provided that they are in possession of a valid license(s) by noon of October 1, 2007.

⁴ 3394/A-2015

- (2) The following provisions apply to any license issued under this bylaw in 2015:
- (a) For licenses issued after May 1, 2015, the license fees set out in Schedule "A" shall be reduced pro-rata on a monthly basis for each month or partial month from the date the license is first issued until December 31;
 - (b) For licenses issued before May 1, 2015, provided the licensee has paid the fee for a license which was to be valid for 12 months, the license will expire on December 31, 2015 and the licensee shall receive a pro-rated credit for all remaining months or partial months which, at the licensee's discretion may be applied to the licensee's 2016 license fees or refunded to the licensee.

READ A FIRST TIME IN OPEN COUNCIL this 30th day of July 2007.

READ A SECOND TIME IN OPEN COUNCIL this 30th day of July 2007.

READ A THIRD TIME IN OPEN COUNCIL this 30th day of July 2007.

AND SIGNED BY THE MAYOR AND CITY CLERK this 30th day of July 2007.

"Morris Flewwelling"

MAYOR

"Kelly Kloss"

CITY CLERK

Schedule A - FEES⁵DELETED

YEAR	2007	2008
Resident Limousine Service License	\$ 65.00	\$ 200.00
Resident Single Event Limousine License - one per calendar year	35.00	100.00
Non-Resident Limousine Service License	135.00	400.00
Non-Resident Single Event Limousine License - one per calendar year	65.00	200.00
Limousine Vehicle Identification License	15.00	40.00
Chauffeur License	10.00	35.00
Resident Sedan Service License	65.00	200.00
Resident Single Event Sedan License - one per calendar year	35.00	100.00
Non-Resident Sedan Service License	135.00	400.00
Non-Resident Single Event Sedan License - one per calendar year	65.00	200.00
Sedan Vehicle Identification License	15.00	40.00
Limousine or Sedan Vehicle Identification License - Replacement or Transfer	35.00	35.00
Re-instatement Fee – Any License	100.00	100.00

⁵ 3394/A-2015

Schedule B - RATES

SEDAN

A minimum rate of \$60.00 shall be charged for the first hour. After the first hour, portions of no less than half hour increments may be charged.

LIMOUSINE

A minimum rate of \$100.00 shall be charged for the first hour. After the first hour, portions of no less than half hour increments may be charged.

There will be an annual rate increase applied to each rate. It will be calculated by using the amount of the Alberta average Consumer Price Index (CPI) rounded to the nearest dollar and will be effective October 1 of each year, starting October 2008.

Schedule C - FINES

		<u>1st Offence</u>	<u>2nd & subsequent Offence</u>
3 (1)(a)	Operating without a Limousine Business or Sedan Business License	\$1500.00	Mandatory Court Appearance
3 (1)(c)	Operating without a Limousine Vehicle or Sedan Vehicle Identification License	\$1500.00	Mandatory Court Appearance
4 (1)	driving without a Chauffeur License	\$1500.00	Mandatory Court Appearance
8 (1)(a)	Operate on fixed route	\$1000.00	Mandatory Court Appearance
8 (1)(b)	Cruising city street or highway	\$1000.00	Mandatory Court Appearance
8 (1)(c)	Occupy a marked taxi stand	\$1000.00	Mandatory Court Appearance
8 (1)(d)	Picking up passengers in marked taxi zone/stand	\$1000.00	Mandatory Court Appearance
8 (1)(e)	Picking up non-pre-scheduled passengers	\$1000.00	Mandatory Court Appearance
8 (1)(f) 8 (1)(g)	Failing to have the proper documents	\$1000.00	Suspension
8 (1)(j)	Not ensuring minimum rate charged	\$1000.00	Suspension



July 4, 2017

**Appendix C: Council Report
- Vehicles for Hire July 4,
2017**

Vehicles for Hire

Inspections & Licensing Department

Report Summary and Recommendation:

Vehicles for hire come in many forms such as taxis, limousines, sedans, transportation network companies and driver take home services. Currently The City of Red Deer only regulates taxis, limousines and sedans.

Over the last number of years, the way people live, work, and play, technology, and the economy has changed. These changes are not reflected in existing City regulations for vehicles for hire.

Vehicles for hire travel throughout the region. Initial discussions with regional municipalities have identified opportunities in exploring the benefits of a regional collaboration related to vehicles for hire. This report initiates a regional consultation process that will form the basis for updates to City bylaws.

Administration proposes participation in a regional consultation process that will inform updates to bylaws that regulate vehicles for hire.

City Manager Comments:

I support the recommendation of Administration.

Craig Curtis
City Manager

Proposed Resolution:

Resolved that Council of The City of Red Deer having considered the report from Inspections & Licensing dated July 4, 2017 re: Vehicles for Hire hereby directs that Administration initiate a regional consultation process to explore the benefits of a regional collaboration as it relates to vehicles for hire.

Rationale for recommendation:

Administration provides the following rationale in support of the recommendation:

1. **Currently Bylaws do not reflect the needs of customers and businesses.** Over the last number of years, there have been changes to the way people live, work, and play, technology, and the economy. These changes are not reflected in existing regulations for all vehicles for hire.
2. **A regional approach to vehicles for hire benefits business, residents and the municipality.** These include increased value to the companies and customers, better customer service, and consistent regulations from municipality to municipality.

Discussion:

Existing Policy

The primary goal of regulating vehicles for hire is safety of the drivers, customers and others on the road. The City of Red Deer currently has two bylaws that address vehicles for hire: *Taxi Business Bylaw* and *Limousine and Sedan Bylaw*.

As the names suggest, the two bylaws only regulate Taxis, Limousines and Sedans. The following are the definitions of the vehicles for hire currently regulated within the city:

“Taxi” or “Taxicab” means a motor vehicle equipped with a meter and operated by a driver licensed and in compliance with the requirements of [the Taxi Business] Bylaw.

“Limousine” means a motor vehicle for hire, not equipped with a meter, to transport persons, which has a minimum seating capacity of five (5) passengers in the rear compartment which shall include, but is not limited to, formal limousine, stretched limousine, super, mega and ultra stretched limousines.

“Sedan” means a full sized, four door, motor vehicle for hire, not equipped with a meter, to transport persons, which has a maximum seating capacity of not more than four (4) passengers in the rear compartment.

Need for Review

With the exception of minor amendments, neither bylaw has been updated since 2007, when the *Limousine and Sedan Bylaw* was first adopted. The *Taxi Business Bylaw* and *Limousine and Sedan Bylaw* do not regulate other types of vehicles for hire, such as Transportation Network Companies (ie. Uber), shuttles and driver take-home services.

Over the past several years, there have been a number of inquiries related to different vehicles for hire businesses, such as shuttles and driver take homes, as well as concerns about these types of businesses operating without the same regulations in place as Taxis, Limousines and Sedans. Further, with technological advances and the economic recession, businesses and individuals are becoming more innovative and efficient in the way in which they conduct business.

Regional Approach

Currently, each respective municipality either has their own bylaws regulating vehicles for hire, or in some cases, have no bylaws in place if there is no identified need within that community.

In practice, what this means is that currently a Taxi in a neighboring municipality could deliver a customer within Red Deer, however they cannot in turn pick up a customer in Red Deer while they are here. This is because of the regulations included within The City's bylaw, outlining the requirement to be licensed by The City to operate as a Taxi within boundaries of the city.

Initial discussions with regional municipal partners have identified the opportunity to further explore what the benefits of a regional collaboration would be and what that collaboration could look like operationally. There are benefits to conducting this comprehensive review as part of a regional collaboration. These include increased value to the companies and customers, better customer service, and consistent regulations from municipality to municipality.

The first phase of the review is consultation and research. A survey is being developed to understand how people are using vehicles for hire in the region. The industry will also be part of the consultation. The City of Red Deer is sending an invitation to other municipalities to take part in the survey. If they choose to participate, Council would pass a resolution similar to the one recommended in this report. The survey will be distributed within the region, and then the data compiled and analyzed to determine next steps. Regional municipalities will then once again evaluate in early 2018 if they wish to take part in those next steps.

**Appendix D: Province of Alberta:
Transportation Network Company
Regulations 100/2016**



Province of Alberta

TRAFFIC SAFETY ACT

**TRANSPORTATION NETWORK
COMPANIES REGULATION**

Alberta Regulation 100/2016

Extract

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Note

All persons making use of this document are reminded that it has no legislative sanction. The official Statutes and Regulations should be consulted for all purposes of interpreting and applying the law.

(no amdt)

ALBERTA REGULATION 100/2016

Traffic Safety Act

**TRANSPORTATION NETWORK
COMPANIES REGULATION**

Table of Contents

- 1 Interpretation
- 2 Approval of transportation network company operation
- 3 Appeal
- 4 Requirements
- 5 Records
- 6 Contents of notices of administrative penalties
- 7 Manner of determining amount of administrative penalty
- 8 Limitation period
- 9 Coming into force

Interpretation

1(1) For the purposes of the Act and this Regulation, “transportation network company” means a corporation, partnership, sole proprietorship, association or other entity or individual that connects passengers with transportation network drivers for pre-arranged transportation exclusively through the offering, use or operation of a transportation network.

(2) In this Regulation,

- (a) “Act” means the *Traffic Safety Act*;
- (b) “for compensation” means that a transportation network driver is being paid for the transportation services that a transportation network automobile is being used to provide, but does not include any payment when the transportation network driver drives a motor vehicle, that is from time to time operated as a transportation network automobile, for the transportation of passengers on an incidental or occasional basis and receives payment in respect of that transportation of those passengers only in one or more of the following forms:
 - (i) as payment for the kilometres travelled at a rate not exceeding the limit of tax exempt allowance paid by

Section 1

TRANSPORTATION NETWORK
COMPANIES REGULATION

AR 100/2016

- employers to employees as prescribed in section 7306 of the *Income Tax Regulations* (Canada — CRC chapter 945);
- (ii) as straight reimbursement for out of pocket expenses directly related to the transportation, including, without limitation, gas, parking, gate passes and tolls;
 - (iii) in a case where the transportation network driver is party to an agreement to provide transportation to only the transportation network driver's family members, members of the transportation network driver's household or persons for whom the transportation network driver is a legal guardian, as compensation only to provide transportation to those persons;
 - (c) "motor vehicle liability policy" means a motor vehicle liability policy under the *Insurance Act*;
 - (d) "transportation network" means an online enabled application, a digital platform, software, a website, or any other system offered, used or operated by a transportation network company and that is used by persons to pre-arrange the transportation of passengers for compensation by a transportation network driver;
 - (e) "transportation network automobile" means a motor vehicle with a manufacturer's seating capacity originally designed for 8 or fewer passengers, including the driver, used to provide pre-arranged transportation of passengers for compensation through the use of a transportation network, but does not include a taxi;
 - (f) "transportation network automobile insurance policy" means a contract of automobile insurance maintained by a transportation network company that specifically covers liabilities arising from a transportation network driver's use or operation of a transportation network automobile for transportation network services;
 - (g) "transportation network driver" means a person authorized by a transportation network company to operate a transportation network automobile to provide pre-arranged transportation of passengers for compensation through the use of a transportation network;
 - (h) "transportation network services" means

Section 2

TRANSPORTATION NETWORK
COMPANIES REGULATION

AR 100/2016

- (i) any time a transportation network driver operating a transportation network automobile is logged onto a transportation network for the purposes of accepting requests for transportation services for compensation from prospective passengers,
- (ii) any time from the moment a transportation network driver operating a transportation network automobile has accepted a ride request through a transportation network, continuing while that transportation network driver is en route to pick up prospective passengers to provide transportation services for compensation, and ending when the first passenger enters the transportation network automobile or a trip is cancelled, whichever is later, or
- (iii) any time from the moment a transportation network driver operating a transportation network automobile has passengers in a transportation network automobile, continuing while such passengers are being transported for compensation, and ending when the last passenger departs from the transportation network automobile.

Approval of transportation network company operation

2(1) A transportation network company shall not operate in Alberta without being authorized to do so by an approval granted by the Registrar for that purpose.

(2) A person who wishes to obtain an approval to operate as a transportation network company must apply to the Registrar for the approval and provide the following information in a form acceptable to the Registrar:

- (a) the transportation network company's name and principal place of business in Alberta;
- (b) if the transportation network company does not have a principal place of business in Alberta, the name and address of the transportation network company's resident agent or representative in Alberta;
- (c) the location in Alberta of the records referred to in section 4(1), (2), (3) and (6) or a location from which, on demand by a peace officer or the Registrar under section 5, the records can be produced;
- (d) the geographic scope of the transportation network company's operations in Alberta;

Section 2

TRANSPORTATION NETWORK
COMPANIES REGULATION

AR 100/2016

- (e) the number of the transportation network company's transportation network drivers in Alberta;
 - (f) any additional information or material that the Registrar considers appropriate to determine whether to grant the approval.
- (3) The Registrar may, after considering an application for an approval,
- (a) issue to the applicant an approval, for a term of up to one year with or without terms and conditions, or
 - (b) refuse the application for an approval.
- (4) The Registrar may refuse to issue an approval to a person if
- (a) the person or the person's agent makes a false statement or provides misleading information in the application for the approval,
 - (b) the person or the person's agent provides false information to the Registrar,
 - (c) the person or the person's agent refuses to provide the information required under this Regulation to the Registrar,
 - (d) the person has contravened any provision of the Act or the regulations and, in the Registrar's opinion, that contravention affects the person's fitness to hold an approval, or
 - (e) in the opinion of the Registrar, it is not in the public interest to issue an approval to the person.
- (5) The Registrar shall
- (a) notify the applicant of the decision in writing,
 - (b) if the application is refused, give reasons for the refusal and notify the applicant of the applicant's right to appeal to the Board under section 3, and
 - (c) if terms and conditions are imposed, notify the applicant of the applicant's right to appeal to the Board under section 3.
- (6) A transportation network company shall notify the Registrar immediately in writing if it ceases operations.

Section 3

TRANSPORTATION NETWORK
COMPANIES REGULATION

AR 100/2016

(7) On being notified under subsection (6), the Registrar shall cancel the approval of the transportation network company.

(8) Despite subsection (1), a transportation network company that is operating in Alberta on or before the date this Regulation comes into force that has not submitted an application for an approval under this Regulation and that complies with sections 4 and 5 is deemed to have been issued an approval by the Registrar under subsection (3)(a) and, subject to subsections (9) and (10), may operate as a transportation network company under this Regulation.

(9) The deemed approval under subsection (8) is in effect for 30 days from the coming into force of this Regulation, within which time the transportation network company referred to in subsection (8) shall submit an application for an approval under subsection (2).

(10) If the transportation network company referred to in subsection (8) does not submit an application for an approval within the time specified in subsection (9), or the Registrar does not issue an approval, the transportation network company shall cease operations.

(11) Subsections (8) to (10) are repealed 30 days after the coming into force of this Regulation.

Appeal

3(1) An applicant may appeal a refusal of an application for an approval or the imposition of terms and conditions on an approval to the Board.

(2) In determining an appeal commenced pursuant to this section, the Board may

- (a) confirm, vary or rescind the decision made by the Registrar, or
- (b) set aside the decision made by the Registrar and make any decision that the Registrar is empowered to make.

Requirements

4(1) A transportation network company shall ensure that all its transportation network drivers have a valid and subsisting Class 1, 2 or 4 operator's licence as referred to in the *Operator Licensing and Vehicle Control Regulation* (AR 320/2002) at all times that the transportation network drivers provide transportation network services.

Section 4

TRANSPORTATION NETWORK
COMPANIES REGULATION

AR 100/2016

(2) A transportation network company shall ensure that any person applying to it to be authorized as a transportation network driver has a police information check and a vulnerable sector search, reviewed by and acceptable to the transportation network company, prior to authorizing that person to perform transportation network services.

(3) A transportation network company shall ensure that at all times all its transportation network drivers have been issued a police information check within the previous 12 months.

(4) A transportation network company shall not authorize any person as a transportation network driver if during the 10 years immediately preceding the person's application to be authorized as a transportation network driver the person was convicted of an offence under the *Criminal Code* (Canada) or the *Controlled Drugs and Substances Act* (Canada) that is related to the functions, duties or business of a transportation network company or a transportation network driver, including, without limitation,

- (a) any offence of a violent nature, including firearms and weapons offences,
- (b) any offence involving sexual assault, sexual exploitation, sexual interference, procuring or invitation to sexual touching,
- (c) trafficking,
- (d) any offence involving fraud or fraudulent transactions, conspiracy to defraud, the use of false pretences, bribery, extortion or theft, or
- (e) any offence relating to the unlawful operation of a motor vehicle.

(5) A transportation network company shall not maintain the authorization of any person as a transportation network driver if the person is charged with or convicted of an offence under the *Criminal Code* (Canada) or the *Controlled Drugs and Substances Act* (Canada) that is related to the functions, duties or business of a transportation network company or a transportation network driver, including, without limitation,

- (a) any offence of a violent nature, including firearms and weapons offences,
- (b) any offence involving sexual assault, sexual exploitation, sexual interference, procuring or invitation to sexual touching,

Section 4

TRANSPORTATION NETWORK
COMPANIES REGULATION

AR 100/2016

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

(6) A transportation network company shall ensure that its transportation network drivers and the transportation network automobiles they operate are covered at all times that the drivers and the automobiles provide transportation network services by either

- (a) a motor vehicle liability policy
 - (i) that complies with the *Insurance Act* and its regulations,
 - (ii) that provides for insurance coverage of not less than \$1 000 000 for liability resulting from bodily injury to or the death of one or more persons and loss of or damage to property as a result of any single accident that arises any time that a transportation network driver or transportation network automobile is engaged in providing transportation network services as described in section 1(2)(h), and
 - (iii) that provides for passenger hazard coverage of not less than \$1 000 000 for liability resulting from bodily injury to or the death of one or more persons as a result of any single accident that arises any time that a transportation network driver or transportation network automobile is engaged in providing transportation network services as described in section 1(2)(h)(iii),

or

- (b) a motor vehicle liability policy or a transportation network automobile insurance policy
 - (i) that has been approved in accordance with the *Insurance Act*,
 - (ii) that complies with the *Insurance Act* and its regulations,
 - (iii) that provides for insurance coverage of not less than \$1 000 000 for liability resulting from bodily injury

Section 4

TRANSPORTATION NETWORK
COMPANIES REGULATION

AR 100/2016

to or the death of one or more persons and loss of or damage to property as a result of any single accident that arises any time that a transportation network driver or transportation network automobile is engaged in providing transportation network services as described in section 1(2)(h)(i), and

- (iv) that provides for insurance coverage of not less than \$2 000 000 for liability resulting from bodily injury to or the death of one or more persons and loss of or damage to property as a result of any single accident that arises any time that a transportation network driver or transportation network automobile is engaged in providing transportation network services as described in section 1(2)(h)(ii) and (iii).

(7) The requirements of subsection (6) may be satisfied by any of the following:

- (a) insurance maintained by a transportation network company;
- (b) insurance maintained by a transportation network driver;
- (c) insurance maintained by the owner of a transportation network automobile;
- (d) any combination of the insurance referred to in clauses (a) to (c).

(8) If the transportation network company obtains the motor vehicle liability policy or the transportation network automobile insurance policy referred to in subsection (6), the transportation network company shall provide a copy of the policy, which may be in electronic form, to its transportation network drivers.

(9) If subsection (8) applies, the transportation network company shall disclose in writing to its transportation network drivers the types of insurance coverage and the liability limits for each type of insurance coverage provided under the motor vehicle liability policy or the transportation network automobile insurance policy referred to in subsection (6).

(10) The transportation network company shall advise its transportation network drivers in writing that the driver's own personal motor vehicle liability policy, having regard to its terms, may not provide any coverage while the transportation network driver is providing transportation network services.

(11) The transportation network company shall cooperate in respect of the investigation of any loss or claim, and produce in

Section 5

TRANSPORTATION NETWORK
COMPANIES REGULATION

AR 100/2016

writing to any insurers, to any peace officer, and to any directly affected parties, including anyone sustaining loss or injury, information or documents related to the loss or claim.

(12) The information and documents referred to in subsection (11) include the dates and times of an accident involving a transportation network driver and transportation network automobile and the precise times that the transportation network driver logged in and was logged out of the transportation network.

(13) A transportation network company shall ensure that its transportation network drivers do not solicit, accept or transport passengers other than through the use of a transportation network.

(14) If any of the information required to be submitted under section 2(2)(a) to (f) changes or is changed, the transportation network company shall notify the Registrar within 15 days after the change.

Records

5(1) The documents or copies of the documents required by section 4(1), (2), (3) and (6) must be maintained by the transportation network company

- (a) for a minimum of 5 years for every transportation network driver, and
- (b) for a minimum of 2 years after a former transportation network driver's last recorded trip for that transportation network company.

(2) The documents or copies of the documents required by section 4(1), (2), (3) and (6) and any documents relating to the transportation network company's operation must be produced by the transportation network company within 24 hours of a demand by a peace officer or the Registrar.

Contents of notices of administrative penalties

6(1) A notice of an administrative penalty imposed under section 129.2 of the Act must contain the following information:

- (a) the name of the person on whom the administrative penalty is imposed;
- (b) the provision of Part 6.1 of the Act or of the regulations the person has contravened or failed to comply with;
- (c) a brief description of the nature of the contravention or failure to comply identified under clause (b);

Section 7

TRANSPORTATION NETWORK
COMPANIES REGULATION

AR 100/2016

- (d) the amount of the administrative penalty imposed;
- (e) whether the penalty is fixed or accumulates for each day or part of a day that the contravention or failure to comply occurs or continues;
- (f) the date the notice of the administrative penalty is issued;
- (g) the date by which the penalty must be paid, unless the penalty is an accumulating penalty;
- (h) a statement describing the right of a person on whom the administrative penalty is imposed to appeal the administrative penalty to the Board, the addresses to which the appeal is to be sent, how the appeal is to be made and the date by which the appeal is to be made.

(2) The form of the notice of the administrative penalty, containing at least the information described in subsection (1), must be approved by the Registrar.

Manner of determining amount of administrative penalty

7(1) The Registrar is to determine the amount of the administrative penalty imposed on a person after considering the following factors and the considerations described in subsection (2):

- (a) the seriousness of the contravention or failure to comply;
- (b) the nature of the transportation network company operation;
- (c) whether an accident occurred or the danger that an accident could have occurred as a result of the contravention or failure to comply;
- (d) the history of contraventions of or failures to comply with Part 6.1 of the Act or the regulations by the person on whom the administrative penalty is imposed.

(2) The Registrar is to be guided by the following considerations:

- (a) the amount of the administrative penalty imposed should reflect the seriousness of the contravention or failure to comply;
- (b) the greater the danger or possibility that an accident could have occurred, or the greater the degree of risk to people or property that did occur as a result of the contravention or failure to comply, or the fact that an accident did occur, the higher the penalty should be;

Section 8	TRANSPORTATION NETWORK COMPANIES REGULATION	AR 100/2016
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- (c) the more times a person has previously been issued an administrative penalty the higher the penalty should be;
- (d) the greater the degree of wilfulness or neglect in the contravention or failure to comply, the higher the penalty should be.


Limitation period

8 An administrative penalty may be imposed only within 6 months of the date the Registrar first becomes aware of the contravention of or failure to comply with Part 6.1 of the Act or the regulation in respect of which the administrative penalty is to be imposed.

Coming into force

9 This Regulation comes into force on the coming into force of section 9 of the *Traffic Safety Amendment Act, 2016*.

Appendix E: Fees & Charges Council Policy

	Council Policy	
	Fees & Charges	
	Policy Type: GOVERNANCE PROCESS	GP-F-2.5

Council will establish fees and charges to enable accessibility and to create equity for citizens, and to support long-term financial sustainability, ensuring the protection of The City's financial interests.

- I Fees and Charges are:
 - (1) Fair and equitable, ensuring those who benefit from consumption of a good or service, contribute to some or all of the cost recovery of the benefit;
 - (2) Defensible in that data is available to support the fee or charge;
 - (3) Clear, understandable, transparent and standardized;
 - (4) In alignment with regulatory and/or legislated requirements;
 - (5) Presented for approval on a regular cyclical basis; and
 - (6) Able to be phased-in to minimize impact to customers.

- 2 The following are considered when establishing fees and charges for City services:
 - (1) Community Benefit:
 - (a) Is representative of the benefit to society at large, derived from an individual's consumption of a good or service as a way of assessing application of potential subsidization.
 - (2) Full Cost Accounting:
 - (a) Uses the estimated total cost of providing the good or service as the starting point for the fee calculation.
 - (3) Market and Consumer Analysis:
 - (a) Takes into account the dynamics of comparable markets with similar products or services.

- 3 In addition to the preceding considerations, utility consumer rates will also:
 - (1) Adhere to regulated and/or legislated requirements; and
 - (2) Adhere to generally accepted rate making standards

Document History:

Policy Adopted	March 16, 2015
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Administrative Revisions:

Date:	Description:
October 19, 2017	Updated to current format.

FAR Supporting Documentation - Fees and Charges Evaluation

Appendix F: Fees and Charges Summary for Vehicles
for Hire Fees

Date Reviewed 24-Oct-19

Data Collection Components									Subsidization Range Details						Recommendation		
FEE NAME	Current Fee	Full Cost	Market Analysis Price Range		Market Avg	Subsidization Range %		Current Volume	Current Subsidy	Subsidy Value and % Per "Charge"						New Fee \$ And Subsidy %	Forecast Subsidy Value
VFH Driver Licence	\$ 47.40	\$ 251.58	Low \$ 50.00	High \$ 141.00	\$ 70.00	0%	25%	202	\$ 204.18 81.16%	\$ - 0.00%	\$ 15.72 6.2500%	\$ 31.45 12.50%	\$ 47.17 18.75%	\$ 62.90 25.00%	\$ 100.00 60.25%	\$ 30,619.16	
VFH Vehicle Licence (plate)	\$ 53.50	\$ 282.06	Low \$ 50.00	High \$ 912.00	\$ 458.58	0%	25%	163	\$ 228.56 81.03%	\$ - 0.00%	\$ 17.63 6.25%	\$ 35.26 12.50%	\$ 52.89 18.75%	\$ 70.52 25.00%	\$ 280.00 0.73%	\$ 335.78	
VFH Broker Licence (includes Independents)	\$ 258.20	\$ 248.12	Low \$ 200.00	High \$ 2,100.00	\$ 1,286.00	0%	25%	6	\$ (10.08) -4.06%	\$ - 0.00%	\$ 15.51 6.2500%	\$ 31.02 12.50%	\$ 46.52 18.75%	\$ 62.03 25.00%	\$ 250.00 -0.76%	\$ (11.28)	

Appendix G: P2 Findings

Vehicles for Hire

Public Participation Findings

VEHICLES FOR HIRE

PUBLIC PARTICIPATION ACTIVITIES AND FINDINGS:

CROSS-MUNICIPAL COMMUNICATION: (August 2017))

The City of Red Deer reached out to Mayors and Administrators at Red Deer County, City of Lacombe, County of Lacombe, Town of Sylvan Lake, Town of Blackfalds, Town of Penhold.

- Request for distribution of regional survey via their respective municipal websites as a mechanism of promotion.
- Request for an intent and/or desire for regional approach to vehicles for hire.
- Overall, municipalities support the intent to develop a bylaw that can be utilized regionally; however, most indicated an intent to adopt following Red Deer City Council approval of a new bylaw.

REGIONAL SURVEY RESULTS: (September 17, 2017)

On July 10, 2017, City Council received a report on vehicles for hire and passed a resolution to embark on a regional consultation process to help inform updates to the City's bylaws.

A regional survey (*Appendix A: Regional Vehicles for Hire Survey*) ran from August 24 until September 7, 2017. The following summary outlines what we heard with detailed responses attached in *Appendix B: Regional Survey Results Summary*

- 332 people from the region participated in the online survey
- Of survey participants, taxi services were the most utilized vehicle for hire service, with 45 per cent saying they use taxi services once per month.
- Of survey participants, 57 per cent of respondents indicated they use vehicle for hire services to avoid driving impaired with 47 per cent indicating other personal reasons.
- Of survey participants, 75 per cent of respondents indicated they use vehicle for hire services locally, in Red Deer with the next highest utilization being Red Deer County at 26 per cent followed by Gasoline Alley at 24 per cent and Sylvan Lake at 20 per cent.
- When respondents were invited to include additional comments, approximately 22 per cent of respondents highlighted safety as a priority, followed by cost and availability.

This information was used to shape the next steps in determining how to update a Vehicles for Hire bylaw that responds to the needs of our city and our region. Communication went out to stakeholders on February 5, 2018 to update them on the results of the survey and tell them about next steps.

INDUSTRY FOCUS GROUPS: (May 16, 2018 – September 21, 2018)

Selected taxi brokers and drivers participated in an industry focus group session that sought to understand current state, desire state, priorities and values as it relates to a new vehicles for hire bylaw. These focus groups were facilitated by Nick Kooman with support from Communications and Strategic Planning representative Tara Shand.

The following highlights are noted, based on conversation and input during the two focus group sessions:

- Taxi brokers and drivers raised concerns about the potential impacts to their livelihood with the development of a new vehicles for hire bylaw that reevaluates regulation.
- There is a desire for an overall ban of TNCs by the taxi industry.
- A regional approach is supported.
- There is a desire for cost / rates to be set with minimum fare charges set by The City.
- Safety and customer service are a priority for the taxi industry.



Vehicles for Hire Public Participation Findings

RIDE-ALONGS: (July 1 – August 30, 2018)

Facilitator Nick Kooman also engaged drivers within the Vehicles for Hire industry by participating in Ride-Alongs, in which drivers were informally surveyed to collect input and help determine what matters most. This activity was comprised of the following:

- 14 total ride-along surveys
- 4 Uber ride-along surveys
- 5 Associate Cab ride-along surveys
- 5 Alberta Gold ride-along surveys

The following highlights are noted, based on conversation and input during the ride-along surveys

- Uber expressed a desire for clear, simple rules and expanded territory
- Taxi drivers desire consideration for safety for customers and drivers, better income for drivers and consideration for labour relations issues

INTERVIEWS: (July 1 – August 30, 2018)

One-on-one interviews were conducted in person, via phone and/or via email with the following people / organizations:

- Limousine driver
- Red Deer Chamber of Commerce
- Better Business Bureau
- CNIB
- RCMP
- Sheraton Hotel
- Westerner Park
- MADD Canada

The following highlights are noted, based on conversation and input with the respective organizations/representatives:

- Quality of Service
- Safety of drivers and customers
- Cost

ONLINE SURVEY (July 1 – August 19, 2019)

An online survey was used to validate what we heard and check in with citizens and industry to find out if the draft bylaw meets the criteria they helped shape during the initial phases of the project.

Key findings/considerations noted as part of this survey include:

- The number of citizen / customer participants outweighed the number of industry participated in this particular consultation activity.
- 92 per cent of total survey participants believe the draft bylaw fully or somewhat reflects the priorities they outlined during the initial phases of consultation.
- 8 per cent of total survey participants believe the draft bylaw does not reflect the priorities they outlined during the initial phase of consultation.
- The initial survey deadline was extended upon request of the taxi industry.

The following results are noted, based on those who participated in the online Vehicles for Hire Survey:

GROUP	YES	NO	SOMEWHAT	NOTES
Taxi Driver	2	5	4	



Vehicles for Hire

Public Participation Findings

Accessible Transportation Customer	6		3	
Limo/Sedan Driver/Owner	1		1	
Customers / Citizens	42	1	12	
	51	6	20	77 TOTAL RESPONSES

Comments made by survey participants primarily focused on the following things:

- Safety
- Customer Service
- Rate regulation and removal of taxi plate caps

TAXI INDUSTRY MEETING (AUGUST 7, 2019)

A meeting was held to answer questions and offer clarity on the proposed bylaw. The meeting came on the heels of a request from representatives of the taxi industry with approximately 90 drivers and brokers in attendance at the meeting. While meeting attendees were encouraged to participate in the online survey, they were also extended an opportunity to submit letters to The City as a mechanism for form feedback on the draft bylaw.

The following observations were noted at the industry meeting:

- Clarity was provided in a number of areas within the draft bylaw.
- The primary concern by those in attendance was the potential impact on the livelihood(s) of current taxi drivers.
- Issues were also raised related to safety and inspections of vehicles.

The following breakdown outlines feedback submitted to The City. The letter indicate whether the individual/organization supports or opposes the draft bylaw.

LETTER'S SUBMITTED IN RESPONSE TO DRAFT BYLAW

CHANGES	SUPPORT	OPPOSE	NEUTRAL	NOTES
Taxi and Vehicles for Hire Industry	2	5	1	
Community Organization	1			
Customers / Citizens				
	3	5	1	9 TOTAL LETTERS SUBMITTED

Comments within the letters primarily focused on the following things:

- Concerns about income stemming from removal of the taxi plate cap and rate regulations
- Safety and the reduction of required inspections from two to one per year

Appendix H: Summary of changes
from consultation



VEHICLE FOR HIRE BYLAW

CONTEXT

The introduction of ride-sharing and designated driver services, shifts in technology, and changes in the way people live, work, and play, have changed the vehicle for hire industry in Red Deer.

We are currently writing a new Vehicle for Hire Bylaw in order to maintain a fair and equitable business environment, while ensuring our regulations are set up to provide safety for drivers, clients and others on the road.



WHAT'S CHANGED?

- Includes taxis, accessible taxis, transportation network companies (Uber), limousines, private transportation providers and designated driver services.
- Criminal record checks required annually for all vehicle for hire drivers.
- Transportation network companies (TNCs) will require Vehicle, Driver and Broker Licences just like taxis, limos and sedans.
- No limits on the number of taxi plates.
- Requirement for all brokers to have at least one accessible taxi operational at all times (four year phase-in).
- No more regulations on vehicle colours or rates
- Vehicles for hire cannot be more than 10 years old (two year phase-in).
- Brokerage Licences are required for taxi, limo/sedan and TNCs.
- Driver for Hire Licence required by drivers for designated driver services.





Appendix I: Public
Consultation Feedback
Received

NATIONAL OFFICE

2010 Winston Park Drive, Suite 500, Oakville, Ontario, Canada L6H 5R7

Tel: (905) 829-8805 • Toll Free: 1-800-665-MADD • Fax: (905) 829-8860 • Web: madd.ca • Email: info@madd.ca

July 31, 2019

Red Deer City Council
City Hall
4914 - 48 Avenue
Red Deer, AB T4N 3T4

Submitted via email: licensing@reddeer.ca

Dear Members of Red Deer City Council:

On behalf of MADD Canada, I am writing to outline our support for the draft *Vehicle for Hire Bylaw*.

MADD Canada fully supports the availability of **properly and reasonably regulated** ridesharing and vehicle for hire services. By offering a safe and reliable transportation option, these services are a very important tool in the effort to stop impaired driving and prevent crashes, deaths and injuries. However, overly prescriptive regulations on ridesharing could have the unintended consequence of reducing the availability of these services to consumers looking for a safe ride home; reducing the traffic safety benefits of these services and the number of lives saved.

Crashes involving alcohol and/or drugs are a leading criminal cause of death in Canada. Every day, on average, nearly 3.5 Canadians are killed in crashes involving alcohol and/or drugs. We believe even one death from impaired driving is too many, because these crashes are entirely preventable.

It is vital that people have a range of safe, convenient and accessible transportation available so that they never take the risk of driving impaired. Ridesharing services offer a safe and reliable ride home at the push of a button. These additional transportation options are especially important at peak times, when taxis may be very busy and public transportation may have stopped, such as when bars and restaurants let out for the night.

MADD Canada partnered with Uber Canada to raise awareness about the risks of impaired driving and the availability of transportation options. We have also worked to encourage municipalities, regions and provinces to initiate regulatory reform to facilitate the availability of ridesharing options.

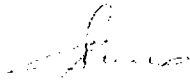
Ridesharing services provide a crucial option to ensure that people get home safely, rather than driving impaired. There is a growing body of research on ridesharing's impact on impaired driving. Researchers at

Temple University compared rates of alcohol-related crash deaths in cities before and after Uber was available. While there are a number of factors that affect impaired driving trends, findings from this research conclude that the arrival of Uber in a city led to a 3.6%-5.6% decrease in the number of people killed in alcohol-related car crashes.

As an organization dedicated to stopping impaired driving and to supporting victims and survivors of this violent crime, MADD Canada fully supports having a broad range of transportation services available, including public transportation, taxis and ridesharing, to ensure people never take the risk of driving impaired.

We thank you for this opportunity to outline our support for ridesharing services. If City Council has any questions, please do not hesitate to contact me at 416-720-7642 or amurie@madd.ca.

Sincerely,



Andrew Murie
Chief Executive Officer
MADD Canada

After reviewing the new Vehicle for hire bylaw:

This bylaw has been in the works for over 15 months and it has both good and bad points that we don't think the city has taken into consideration. The bylaw leans to favor the TNC way of operations while giving taxi's about the same options in a few areas. Taxi's are a staple of all cities and are involved in the complex transit system city's depend on for their populace. TNC's on the other hand are relatively new to the system and are both a plus and minus to the transit system cities provide.

The first licensed taxi was in 1929 in the city of New York; as far as I can find out. From there all cities began their own way of regulating and capping their own taxi systems. Over time it too became a blessing and a nightmare for cities to control and modulate to conform to ever changing ways a city grows. Brokers became a staple way for uniformity for both drivers and customers; some took advantages and played games over the years and for this...TNC's were born into a system controlled by both the cities and industry of taxi services. They turn the market upside down and became more powerful then the cities and taxi industry combined.

Cities adapted to the new TNC's and many taxi companies and private plate owners went bankrupt. Taxi companies saw a reduction in service by 30-40 percent and saw an over saturation of TNC's take their place into the transit system. The once powerful New York medallion worth over \$1.3 million dollars was reduced to \$175,000 as of last year. Calgary went from over \$130,000 to \$20,000. In less than 18 months! This is not the cities problem we all understand that but at the same time many privately own taxi's lost their investment and saw a huge reduction in the money they could make to provide for their families.

Do TNC's have a place in the system...yes I believe they do but each city still has to regulate the system responsibly. Over saturation of TNC's or Taxi's is never a good thing for anyone and will only reduce the income of all driver no matter who they work for. The environment also suffers with saturation of these vehicles. Traffic, road wear, parking and accidents etc all have to be taken into considerations.

We understand things change and this new proposed bylaw shows this in spades. All we are asking for is a few moderate changes and options for our industry that has served the city of Red Deer for over 50 years faithfully!

We appreciate the effort by city staff and managers for bring a new bylaw forward. As you asked our industry to keep an open mind we do the same in asking you to do the same for our industry when reading the recommendation set forth in this memo. We have always worked well with our bylaw personal...ok maybe butted heads here and there yet doing so was in the industries concern. Without our personal we are nothing. Without giving them a modest income and safe vehicles we are providing them with the respect each deserves. We ask nothing less from our city officials

We can be progressive in our industry (vehicles for hire) but at the same time cautionary until time allows us to see the full scope of the bylaws presented before us now.

The following pages are our recommendations

AND WHEREAS, Council does not wish to limit the number of vehicles for hire of any class in order to foster a level playing field and competitive environment that will benefit consumers;

Recommendations:

AND WHEREAS, Council does not wish to limit the number of vehicles for hire of any class in order to foster a level playing field and competitive environment that will benefit consumers;

Council will impose a moratorium for a period of 2 years at present allocated taxi tags only and at that time a review if that moratorium will be lifted or adjusted for both consumer and divers benefit and safety.

AND WHEREAS, Council does not wish to specify the fees, rates, fares, tariffs or charges that may be charged for the hire of vehicles for hire of any class or designated driver services in order to foster a level playing field and competitive environment that will benefit consumers;

Recommendations:

AND WHEREAS, Council will impose a minimum rate's according to the method used presently by the City Of Red Deer bylaws but will allow the imposing of additional fees, rates, fares, tariffs or charges that may be charged for the hire of vehicles for hire of any class or designated driver services in order to foster a level but safe playing field and competitive environment that will benefit consumers and drivers of vehicle for hire in all classes and prevent price wars or fixing.

3. In this bylaw:

Recommendations:

(a) "Accessible Taxi" means a Taxi that is equipped to provide transportation services to persons using a mobility aid and includes a vehicle for which a Vehicle for Hire License with an accessible taxi endorsement has been issued;

(a) "Accessible Taxi" means a Taxi that is equipped to provide transportation services to persons using a mobility aid and includes a vehicle for which a Vehicle for Hire License with an accessible taxi endorsement has been issued; Assessable taxi's shall be no older that 15 full calendar years ending December 31st of any year.

Recommendations:**TRANSFER OF TAXI LICENSE PLATES**

Council will continue to allow the transfer of taxi plates for a period of 2 years from present year 2019 of privately or corporate taxi tags.

Any taxi licensee having a tag after the date 31 Dec 2020 will be grandfathered; non-transferable and will be returned to the city bylaw office if or as required under the new bylaw.

Transfer Rules will apply from the old bylaw for that 2 year period and then removed from the new VFH bylaw in place.

PART 3 – LICENSING PROVISIONS**Brokerage****Property of City**

50. Every Brokerage Licence issued under this bylaw or any bylaw preceding this bylaw remains at all times the sole property of the City and the Person in possession of a Brokerage Licence shall immediately return it to the City Manager upon the suspension, cancellation or expiry of the Brokerage Licence.

Transfer

53. A Brokerage Licence is not transferrable.

Recommendations:**Except under this bylaw**

A taxi broker's license is and always remains the property of the City and cannot be sold, assigned or transferred to any person except in accordance with this bylaw.

The Purchaser of a broker's business must apply for a taxi broker's license as required under this bylaw.

A broker who intends to sell or dispose of its taxi business either in whole or in part or, if a corporation through the sale in whole or in part of shares, shall immediately notify the License Inspector of the name or names of the proposed purchaser, the proposed date of such sale and the particulars of the proposed sale or disposition.

If a Purchaser qualifies under this bylaw for a taxi broker's license, upon the payment of fees required, and upon the selling broker surrendering to the License Inspector its taxi broker's license and the delivery of all taxi license plates, the License Inspector shall issue to the purchaser a taxi broker's license and the taxi license plates."

PART 4 – VEHICLE REQUIREMENTS**Vehicle Requirements for Taxis**

60. The City Manager shall not approve a vehicle as a Taxi or issue a Vehicle for Hire Licence for it unless that vehicle:

(a) has at least four (4) doors;

(b) is not more than ten (10) model years old;

Recommendations:

This should come into effect in 2023 year end as many drivers & brokers have units put on this 2019 year under the 13 year rule in the present bylaw. Any vehicles not placed online by 31 Dec 2019 will not qualify for this amendment proposed.

(c) has a seating capacity for a minimum of five (5) adults, including the Driver with all seats constructed by the manufacturer and unaltered;

Recommendations:

Has a seating capacity for a minimum of four (4) adults, including the Driver with all seats constructed by the manufacturer and unaltered; because some vehicles can only carry 3 passengers plus the driver

Vehicle Requirements for Accessible Taxi

61. The City Manager shall not approve a vehicle as an Accessible Taxi or issue a Vehicle for Hire Licence for it unless the vehicle:

(a) meets all of the requirements for a Taxi prescribed in Section 60; **Recommended 15 years instead of 10 years**

Vehicle Requirements for Transportation Network Automobiles

64. The City Manager shall not approve a vehicle as a Transportation Network Automobile unless that vehicle:

(a) has at least four (4) doors;

(b) is not more than ten (10) model years old;

Recommendations: For Taxi's, TNC & Limo's

This should come into effect in 2023 year end as many Privately owned TNC's, taxi drivers & brokers have bought their new replacements under the 13 year rule in the present bylaw. Any vehicles not active by 31 Dec 2019 will not qualify for this amendment proposed. This is recommended to allow full value of presently purchased vehicles for all.

(c) has a seating capacity for a minimum of five (5) adults, including the Driver with all seats constructed by the manufacturer and unaltered;

Recommendations:

Has a seating capacity for a minimum of four (4) adults, including the Driver with all seats constructed by the manufacturer and unaltered; because some vehicles can only carry 3 passengers plus the driver comfortably and safely.

Recommendations: Section 60 (E) (iii) This should have a discussion for both Taxi's & TNC's

As is required by Taxi cabs so should the TNC's be obligated to provide the same type of receipt

60-G (iii) capable of producing a printout or receipt containing the following information: (1) amount of fare; (2) rate used; (3) Driver for Hire Licence number; (4) Vehicle for Hire Licence number; and (5) time and date of trip; This may not be fully possible given the computer systems abilities

PART 5 – INSPECTIONS

Requirement for Mechanical Inspection Certificate

65. A Person shall not Operate a Vehicle for Hire unless a valid Mechanical Inspection Certificate has been issued for that Vehicle for Hire.

66. Every Vehicle for Hire shall be inspected at least once every 12 months by a Licensed Mechanic at a Vehicle for Hire Inspection Station.

67. Neither the Licensed Mechanic nor the Vehicle for Hire Inspection Station referred to in Section 66 may be owned or operated, in whole or in part, by the relevant Brokerage, Owner or Independent Driver Owner or owned or operated by a party not at arm's length from the relevant Brokerage, Owner or Independent Driver Owner.

68. The Owner of the Vehicle for Hire shall deliver the Mechanical Inspection Certificate to the City Manager upon it being issued.

Refusal

69. 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 signed by that Licensed Mechanic and may suspend or revoke the approval given to the Vehicle for Hire Inspection Station where the Licensed Mechanic is employed.

Prohibitions

70. 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 that is not owned or operated, in whole or in part, by the relevant Brokerage, Owner or Independent Driver Owner, or by a party not at arm's length from the relevant Brokerage, Owner or Independent Driver Owner.

71. No Person shall cause or permit a Vehicle for Hire to be inspected or a Mechanical 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 that is not owned or operated in whole or in part, by the relevant Brokerage, Owner or Independent Driver Owner, or by a party not at arm's length from the relevant Brokerage, Owner or Independent Driver Owner.

72. No Person shall obstruct or interfere with any inspection that may be required or carried out pursuant to this bylaw.

Requirement for Compliance Inspection

73. Every Vehicle for Hire shall be inspected at least once every twelve (12) months 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.

Recommendations: a level discussion on this issue.

I am not sure what brought this level of inspection to our industry or why! As a broker we instill to all our drivers and mechanics; safety! In 30 years we have never allowed a taxi on the road unsafe and we are proud of our record on this! We have valid Alberta Journeyman Red Seal certified mechanics **and their authority of recommend repairs is never overridden under any circumstances!** The city has the power to at anytime require a taxi to be inspected without hesitation of either a privately owned or broker owed vehicle at any inspection station it deems.

Rates

Recommendations: a level discussion on this issue.

85. A Brokerage shall:

87. An Independent Driver Owner shall

(a) establish the rates to be charged to passengers by its affiliated Drivers for the services provided by the Brokerage and its Drivers, including any applicable surcharges;

(b) 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;

A level discussion on this issue

85 (e) post the rates on the website for their Vehicle for Hire service (short Formed)

There will be pushback from the big TNC brokers on this as their rates fluctuate constantly based on time, vehicle availability and time of year. Rates can go 5x's higher in some cases we've all heard the stories. Taxis have never had that luxury as they were controlled by the bylaw. Posting this information on a web site may be a problem for all concerned. Each vehicle will already have the rates posted in them. Any customer can refuse those rate and look for another source of transportation if they so choose. We find it would be extremely hard to both monitor and control the fluctuating rates TNC's tend to apply at different times. This does not benefit the customers for any one

Final thought: the introduction of this new bylaw is like handing a 16 year old young person the keys to the car, and giving them the rules and regulations they are expected to follow.

How many of those 16 year olds will actually follow the rules! Remember we were all 16 at one time;

How well did we all obey what was told to us?

Thank you for reviewing these recommendations

VFH proposed taxi bylaw submission from Daryl Frenette

City of Red Deer

Inspections and Licensing

The proposed VFH bylaw as it has been presented is unacceptable. Instead of supporting a relatively trouble free taxi industry in Red Deer, the proposal will throw the current industry stakeholders under the bus. The reasoning is quite clear. The City is succumbing to pressures from TNC's such as Uber taxi and their ilk. Specifically, I believe that the City thinks that it needs to kowtow to the TNC's because the TNC's generally have extremely deep legal pockets and the City is choosing not to fight to support the current taxi industry, but to capitulate the City's responsibilities under the guise of saying Alberta Government laws say that the TNC's are allowed to operate wherever they please and supersede those of the City. It is a falsity that might make the proposers of the bylaw sleep better at night, but does nothing for hard working taxi drivers. TNC's are 100% completely self serving and add nothing at all to the local economy, and in fact, remove money from our jurisdiction. Local taxi companies earn their money here and supply jobs to local citizens, they spend their money at many different businesses, they are taxpayers that support the tax base of the City, and they provide taxi services that TNC's do not. Accommodating TNC's through the auspices of this proposed VFH bylaw will bring great financial harm to many individuals who have literally worked a lifetime in this industry. While on its face the proposed VFH bylaw seems reasonable, it is very clear that the City's intention is to download as many responsibilities as possible onto other governmental jurisdictions as well as increase costs to taxi drivers in what is already an economy in extreme recession. Businesses in Red Deer are literally closing daily, and as each business closes, a little more of the customer base that the taxis rely on is lost, probably for good. Allowing TNC's to operate in conjunction with taxis will further erode the local taxi industry to the possibility of extinction or at the very least severely incapacitate it. The City is choosing to implement a new taxi bylaw at precisely the worst time in the City's history, due to the intransigence of the Federal government and their blatant discrimination against the oil industries in Alberta creating an Alberta made recession (unemployment at an unprecedented Alberta 6.7%) that is clearly affecting all Albertans no matter where they are in the social strata. Taxi drivers are not immune to this real, not imagined, financial upheaval too. Taxi drivers do not get to sit in an ivory tower, collecting guaranteed sunshine list paychecks, extremely generous health and work benefits, as well as pensions that are well above anything in most private sector industries. The people behind the presentation of this proposed VFH bylaw need to understand the outright despair, not concern, *but despair*, that they are creating for people that work at jobs that are real, challenging and require a *genuine* commitment like few others do. The proposed VFH bylaw will simply take an already much smaller pie and divide it yet again even smaller, reducing the income that taxi drivers need to support their families and pay their taxes. Taxi drivers are full time. By definition, TNC's fully admit they are meant to be part time. Who here working for the City would be acquiescing of giving up some of their pay and perks to have an interloper take away part of their job on an ad hoc basis? You wouldn't know who was going to take away how much and when! You would not be sure about having enough money to meet your financial commitments, to feed your family! All you would know is that you would have to work, much longer hours than ever before to still only maybe, *just maybe*, meet your obligations! Any takers from the City? No, I thought

not. Tell me I'm wrong! I would suspect that the makers of the bylaw would hide behind the phrase, "we get paid to make decisions" which is not entirely incorrect, but real world decisions have real world consequences and you need to clearly understand the full impact of the results of your decision making in regards to this proposed VFH bylaw. Do you?

Under the proposed VFH bylaw Taxi companies must supply 24 hours service. Not an unreasonable request. It is proposed that TNC's are supposed to purchase a brokerage license and they are supposed to supply that same service. However there are a couple of challenges. TNC's go to great lengths to expound the fact that their taxi drivers are not employees or that the TNC's cannot tell them when to work. So how can the TNC's possibly meet the requirement of the bylaw, because they clearly cannot? Which then brings us to the next huge problem, is who and how is this part of the bylaw going to be enforced? The track record from the City on genuine enforcement against gypsy taxis has been genuinely lacking and quite honestly pathetic. In addition, the City is allowing more independents, how are they going to supply 24 hour service? Then, the City says a brokerage must have three taxis in order to be a brokerage, Three taxis is not even close to enough vehicles to supply 24 hour service as per the proposed VFH bylaw. Are we supposed to have a pity party for them when they cannot supply the service? The proposed VFH bylaw is clearly biased against a normal taxi company having to operate during slow times and yet makes it easy for TNC's and independents to come out and steal the business during the lucrative times. Patently unfair and biased! The City wants their cake and to eat it too!

I sat down, with my 28 years of experience in the taxi industry, and examined every aspect of this proposed VFH bylaw. As we all know any portion of any bylaw is severable. So for me to sit here and pick apart the bylaw is laughable at best. There were however several points worth singling out for mention.

One of my biggest concerns is that the City will not properly enforce the proposed VFH bylaw. The City's past record of bylaw enforcement is not one of a stellar performance leaving much to be desired.

6 (l) & (m) make no sense. What I see is some sloppiness on the part of the author of this bylaw. What else were they sloppy about? Words matter in a bylaw and I hope that this is not an example of the type of work that went into this bylaw.

#44 states that the City wants a copy of the insurance policy, which in the vaguest of terms could be construed as the full multipage document that no one reads or simply the pink slip. . What that City really wants is the Insurance Certificate that is supplied by the Insurance broker. This a legal, 1 page document with much more clearly simple and legal authority than a mere pink slip, which can be cancelled shortly after receiving it.

I think it is very remiss of the City to ask for submissions on the proposed bylaw without including the proposed fees and fines schedule.

The City appears to have gone to great lengths to make it so that in house mechanics cannot perform inspections, or at least that is my interpretation of that portion of the bylaw. I see that as very condescending of the City. On the one hand, the City has said they can't control TNC's because they are governed by the laws of Alberta. Yet mechanics are also governed, and even much more stringently, by the same Alberta government. Mechanics must go through a 4 year course and in the end are judged by their peers and granted a license to show their success. Those same peers that gave that license can also remove that same license for malfeasance. So, the City is suggesting that on the one hand they are requiring Commercial government inspections, but on the other hand are saying that their words

outweigh the government process and blatantly discriminate against a certain portion of mechanics because they know better than a provincial government body. If you insist on raising driver expenses by insisting on a government mandated inspection, then your objection via the bylaw, as to who does them is entirely moot because no mechanic is going to jeopardize their livelihood for a few bucks. For the City to think otherwise is clearly discriminatory at a minimum.

Going back to TNC and a brokerage license, how is the City going to enforce that TNC's get handivans on their fleets? It is proposed that TNC's are supposed to purchase a brokerage license and they are supposed to supply that same handivan service. TNC's go to great lengths to expound the fact that their taxi drivers are not employees or that the TNC's cannot tell them when to work. So how can the TNC's possibly meet the requirement of the proposed VFH bylaw, because they clearly cannot?

In regards to limousines, it is clearly an upscale market that the City should just butt out of. Most limousines have to have CVIP inspections already. A nice limousine can cost upwards of \$140,000.00 to lease. The 10 year ban effectively eliminates almost all the limousines available to service Red Deer with the stroke of a pen, annihilating jobs and businesses. Drivers are extensively trained. The City has no jurisdiction on out of town limousine services. However, limousine sedans should be covered by the VFH bylaw.

TNC's will add to the pollution in the City and at times will add unnecessarily to traffic congestion.

A handwritten signature in black ink, appearing to read "Daryl Frenette". The signature is fluid and cursive, with the first name "Daryl" being more prominent than the last name "Frenette".

Daryl Frenette

RECEIVED *gw*
AUG 14 2019

To: The City of Red Deer
Licensing department

Support of newly proposed taxi by-laws
August 14, 2019

In support of new taxi by-law, I George Cavic support the new proposed taxi by-laws. I am taxi driver in The City of Red Deer for the past 20 years. Economy being slow as it is, this is a great opportunity for people to find work. I believe these newly proposed taxi by-laws reflect well other taxi by-laws in other provinces across Canada (Ontario, Ottawa to name one). Uber has no limits on how many drivers can work, why would city implement a limitation on who can operate a taxi. This provides more freedom and democracy in the taxi industry in The City of Red Deer. I am fully behind the new proposed taxi by-laws, which I would like to add is best new by-law in last 20 years I have been here.

George Cavic

George Cavic

John Heemskerk

Red Deer Alberta

RECEIVED

AUG 11 2019

August 13 2019

RE: Red Deer Inspections and Licensing Department – Taxi Bylaw Review

To Whom it May Concern:

My name is John Heemskerk and I have been with Associated Cabs for 22 years and I am writing to express my concerns over the Taxi Bylaw review and possible changes that may occur. I have seen lots of changes over the years and this unfortunately could be the worst change thus far for everyone. Other drivers are concerned as well and will also be writing letters to City Hall. We are struggling to make a living and are worried about the Taxi market becoming wide open. If they open it up to anybody driving cab it will severely affect business and our income. Having a cap on how many cabs are on the road would be more beneficial than having it wide open.

We are also concerned about possible taxi inspection procedure changes, currently our taxis are inspected twice per year by our company mechanic. The proposed change will have the cars inspected by an outside source once per year then have the car fixed and then brought back for a check over to make sure that the necessary repairs have been done. I feel it is safer to have a car inspected twice a year by our mechanics making sure our customers are safe in the vehicles. The company should have autonomy to conduct its own inspections and repair its vehicles on an ongoing basis without the extra cost of an outside inspector.

If you let a whole bunch of Fly by Night drivers come into the city, who is responsible for their actions and how they treat the city's citizens? As a company we have names and numbers on the side of our cars, so they know who's responsible. We cab drivers are held to a higher standard because of these names and numbers on the side of our cars. Opening all the plates gives any kind of person the ability to take people around and do whatever they want and not be held accountable. I believe you are opening a big can of worms that won't be able to close for quite some time. I believe this is the worst mistake you could make as a Taxi commission. Thank you for your time and I hope you consider our fears and concerns on this matter.

Sincerely, *John Heemskerk*

John Heemskerk

I was surprised that a review was happening as I did not realize that there were any major problems in the industry and seems that people who work in the industry were not consulted. So I wonder where this push comes from.

I am one of the few people in the industry that was around when a major review went through in approximately 1989 when Ryan Straeder was the head of bylaws in Red Deer. The review was done to stabilize the industry. Hours of work was put in by city employees Deb Mann and Joyce Boone and representatives from the industry to come to the system that is in place except minor tweaks, and I believe the system has been working quite well up until the city decided to let Uber into the system. Taxi drivers have been able to make a living wage, keep their vehicles in good, safe working order. The drivers have been properly vetted for the safety of all consumers of the industry, both residents and visitors. So the review seems to have worked to this point.

What I read from this review is that the industry will be destabilized by the new rules outlined in the review. The For Hire Industry pie is a finite size and the more people in the industry will cause each person in to have their income cut to the point of being unsustainable for individual drivers.

I believe that the proposed review will allow even more gypsy cabs to operate which will cause more problems to ensue.

The taxi industry has historically been a unique industry that requires special rules to operate and I do not just mean Red Deer but every major centre.

Thank you for your consideration.

Sincerely,

Bill Birch

Taxi Badge 48

Regards,

Bill Birch

Red Deer Shuttle

To Whom it May Concern:

My name is Gregory Krauss and I have been with Alberta Gold for 22 years and I am writing to express my concerns over the Taxi Bylaw review and possible changes that may occur. I have seen lots of changes over the years and this unfortunately could be the worst change thus far for everyone. Other drivers are concerned as well and will also be writing letters to City Hall. We are struggling to make a living and are worried about the Taxi market becoming wide open. If they open it up to anybody driving cab it will severely affect business and our income. Having a cap on how many cabs are on the road would be more beneficial than having it wide open.

We are also concerned about possible taxi inspection procedure changes, currently our taxis are inspected twice per year by our company mechanic. The proposed change will have the cars inspected by an outside source once per year then have the car fixed and then brought back for a check over to make sure that the necessary repairs have been done. I feel it is safer to have a car inspected twice a year by our mechanics making sure our customers are safe in the vehicles. The company should have autonomy to conduct its own inspections and repair its vehicles on an ongoing basis without the extra cost of an outside inspector.

If you let a whole bunch of Fly by Night drivers come into the city, who is responsible for their actions and how they treat the city's citizens? As a company we have names and numbers on the side of our cars, so they know who's responsible. We cab drivers are held to a higher standard because of these names and numbers on the side of our cars. Opening all the plates gives any kind of person the ability to take people around and do whatever they want and not be held accountable. I believe you are opening a big can of worms that won't be able to close for quite some time. I believe this is the worst mistake you could make as a Taxi commission. Thank you for your time and I hope you consider our fears and concerns on this matter.

Sincerely,

Gregory Krauss

Amy,

We appreciate the opportunity to provide feedback on Red Deer's modernization of its passenger transportation regulations.

As discussed, our primary concern is to ensure the continued safe operation of Uber in Red Deer while avoiding unnecessary red tape that creates barriers for drivers to earn important income for their family.

The provincial government already has put in place key safety regulations that govern which drivers are eligible to partner with Transportation Network Companies (TNCs). TNCs are required to maintain insurance and ensure that every driver has the appropriate driver licence, passes a strict criminal record check annually, and has the appropriate vehicle registration. In addition, Uber ensures that all drivers complete an annual driver abstract record check and vehicle inspection. We have put these rules in place, as they enhance safety and are the standard across Alberta municipalities similar to Red Deer.

Lethbridge, St Albert and Airdrie all have enacted bylaws that codify these requirements through a unified business licence. Under a unified system Uber is required to purchase a business licence that covers Uber and all affiliated driver-partners and make creates an authority for documents available to be made available to the regulator to confirm systems are in place to ensure compliance. By requiring a local business licence, the municipalities gain authority alongside the province.

A unified licence system is very important as it ensures that all of the required safety criteria are put in place, and removes unnecessary red tape for drivers while maintaining strict safety criteria.

Ridesharing drivers across Canada play an important role to expanding access to transportation and reducing impaired driving. On average they drive 10 hours a week or less. For this reason, it is important to not add additional steps and restrictions on the ridesharing standard that the province and other similar cities have put in place. Every additional step is a barrier that prevents drivers who have a proven safe driving records, no criminal history and vehicles that have passed inspections from participating in provide safe rides in Red Deer.

We appreciate the opportunity to provide this feedback and hope that Red Deer will strongly consider adopting the regulatory best practices put in place by similar municipalities.

Best regards.

Michael
Michael van Hemmen
mvh@uber.com
778-863-9906
Uber

Dear Sir/Madam:

Suggested Bylaw No. 12/029

I have been in the Taxi and limousine business in Red Deer for longer than most people. I have driven taxi, managed, owned and operated the largest taxi fleet in Red Deer, and am presently the owner of a decent sized limousine fleet in our beautiful city. I work at this job full time with it being my sole method of putting food on my family's table.

There are problems with this bylaw that must not be put through as they are suggested. There are issues that will directly affect the ability of people to earn enough money to even feed themselves let alone people they care about. It will significantly disrupt their livelihood and cause undue hardship in an already strained environment and could very potentially remove the very people that have protected the drivers and kept the businesses running smoothly and safely.

There has to be someone the customers can call if there are problems, concerns, lost items, accidents etc that is empowered and responsible to solve the issues. Apps do not easily have that ability to solve local issues.

I am certain that the remarks made by the taxi industry have displayed the level of concern that this bylaw has caused and they are very valid points, come from a level of appreciation that should be taken with respect and many of their points I agree with.

From the limousine industry's perspective I strongly believe that section 62. (c) should be modified or removed altogether.

Vehicle Requirements for Limousines

62. The City Manager shall not approve a vehicle as a Limousine or issue a Vehicle for Hire License for it as a Limousine unless the vehicle is:

(c) any other specialty vehicle that is approved by the City Manager; and (d) is not more than ten (10) model years old, unless approved by the City Manager.

This 10 year limit is a bad decision to enforce in the present economy. The limousines should be judged based on a different criteria. They take a lot longer to manufacture, are driven differently, often gentler than most other vehicles, the care and attention given to both the upkeep, and condition are significantly better than most people take care of their own cars.

I have ordered brand new limousines, and they have taken up to two years to manufacture, clear customs, and get delivered to me. In 2008 I took possession of a brand new unit and had not even gotten out of Ontario before they called me to inform me that the factory warranty had just expired on that vehicle. There are brand new limousines that are five years old and have not even left the production companies lot. It generally takes longer than five years to pay for a limousine so you are suggesting that taxis that cost between \$10,000.00 and \$20,000.00 on average and limousines that cost up to \$200,000.00 can only operate for the same length of time. Many of my limousines cost more than some people's houses any you are proposing that they can only be in operation for the same length of time. The mileages of taxis will often be 20

times that of what a limousine gets put on, and there is a significant difference in how they are driven and operated.

I have put on more brand new limousines than anyone in the industry in Red Deer and even with that said, I would lose more than 2 thirds of my fleet. This would also totally destroy my competition but more importantly, the clientele that have reserved vehicles for weddings (up to two years in advance) and special occasions would be left without vehicles to service them.

If I wanted to put on a 1960 Rolls Royce, I would not take the chance as it is too old. There is already a custom Cadillac in the business that may not be permitted to continue operating. There are vehicles that have had incredible financial investments put into them and this bylaw could easily put them out of business and for what reason or purpose? How is this good for the industry if there is no industry left.

This section of the bylaw is putting unnecessary hardship on an already severely strained industry. This is certainly not the time to put this section of the bylaw in place. It will damage the industry more than it will help it.

Paul Richard
President
Arrow Limousine & Sedan Services Ltd
403-346-0034
#3, 6841-52 Avenue
Red Deer, Ab T4N 4L2
www.arrowlimousine.ca
info@arrowlimousine.ca

Appendix J: Submission from
Tax Industry

**After Reviewing the new Vehicle for
Hire bylaw:**

To The City of Red Deer

Licensing and Inspections Department,

August 1, 2019

To whom it may concern,

We are the drivers of taxis in the City of Red Deer. We may drive at either company. Many of us have worked at both. We are concerned about the new proposed taxi bylaw and how it will directly affect our families, our jobs, our income and our futures. We need to point out that the City did not properly contact us and allow us proper time to offer our input via submissions to City Hall. We feel our voice needs to be heard, and thoughtfully considered. A lot of us drivers are deeply concerned about the short timelines of this proposed bylaw. There is no time for us to make adjustments in our lives to make the changes required to accommodate this proposed bylaw. We are important too! We are all human beings, good honest people, working very hard to make a living to feed and support our children, wives, and in some case parents and grandparents. We have invested in taxis that meet the current bylaws. We have acted in good faith to make sure we comply with the bylaws. We provide good, honest, reliable, safe service. The City needs to stop the process and allow us to give valid input that we feel is important and meaningful. Most importantly, we need the City to listen to our input and not try to rush this proposed bylaw through in a matter of less than 30 days, when the City had the opportunity to spend almost 18 months building the proposed bylaw. What is the rush? How is this fair? By saying that the bylaw will be in place by September 1, 2019 we feel that the City has made up its mind to rubberstamp their own proposal and is not going to make any changes. Does the City plan to listen to our input? We have five, ten and in many cases as much as twenty years or more invested in our taxi industry. We have raised our families here. We have bought our houses here. We spend our earnings here, supporting the local economy. Some of us are getting close to retirement! Alberta is just barely coming out of a recession, the taxi business is not good at all and has been suffering for many years. We are hoping for recovery while we struggle now to make our payments and buy food. We lose customers daily because of all the businesses going out of business! By making the changes that are now being proposed, our very existence will be put in jeopardy. Why is the City doing this to our taxi industry when it is already so hard to make a living and get by? The City is proposing to take an already small pie and divide it up into smaller pieces. How is that being helpful to anyone? How is anyone supposed to earn a living income under this new proposal? Is there anyone who works for the City who is going to lose their income and suffer as much as we drivers possibly can under this proposed bylaw? No, there isn't, but you do expect us to! Is the City saying that this proposed bylaw is more important than our livelihoods and our families? Where is the humanity?

We need to be fairly listened to with an open mind from the City and respected.

The drivers of Alberta Gold and Associated Cab

On behalf of the taxi industry, We would like to know the purpose of the new bylaw. What does the city think is wrong with the current bylaw that the city wants to impose a new one?

We do not want to prevent an opportunity for people, as long as the rules of law, safety of public, and professionalism is followed in a proper manner.

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

Recommendations:

And whereas the council will not regulate drivers, vehicles, for hire, brokers, services for purpose of health, and safety and consumer protection to ensure quality service is available to the travelling public in the city of Red Deer.

Objections :

- 1- **Customer Safety** : Customers who are willing to ride with a non brokerage taxi drivers are at most risk in comparison to a fully equipped and trained taxi driver.
 - a) No proper safety equipment installed on their vehicles, such as security alarm, GPS, and Camera.
 - b) No credible source to address the issue and resolve it in case of an emergency, such as dispatch or supervisor.
 - c) No company logo or particular color to identify the vehicle in a timely manner when an incident is occurred. (Currently only two companies and only two-color taxis are in operation to help RCMP save time and identify the vehicle)
 - d) Driver must perform multitask to ensure not to lose business, while operating his / her taxi. In the meantime, if he / she is using their communication device, it will become distracting driving, which endangers the safety of the customer and public.
 - e) In case of a customer complain which needs immediate attention, the current company rules are very clear to provide immediate service to resolve the issue and ensure proper customer service. However, with the proposed model, there is no such department to respond to the same issue for the Independent Driver Owners. (Specially in the weekends and holidays, which are the taxi industries high traffic times)

2- Driver Safety :

- a) This proposed bylaw will negatively affect the lives of approximately 250 taxi drivers and their families who have made this job their careers. Their already low income will be affected to a much worse extent, specially that our province is still in the middle of a hard recession. Some of us have already been a house owner for years, some others have just purchased their houses and most of us have been working very hard towards a similar goal. We can assure you that by imposing this new bylaw, the city of Red Deer will witness 250 families to be homeless. 250 families will have to seek help from the government to support them for their basic needs. We believe in working hard and contributing back to the community; however, this proposed bylaw will take this opportunity from each one of us.
- b) Individual drivers who are not part of a brokerage are at a higher risk as well.
- c) No proper equipment is enforced to install in their vehicles, such as alarm, GPS, and Camera
- d) No office or dispatch available to report a sudden incident.
- e) Driver must perform multitask to ensure not to lose business, while operating his / her taxi. In the meantime, if he / she is using their communication device, it will become distracting driving, which involves the safety of the driver.
- f) With our brokerage rule a driver who gets into an accident is obligated to not continue working for the rest of their shift, to ensure the safety of both the driver and public. What about the independent driver owners who are not part of a brokerage?

Part 5 - INSPECTIONS

66. Every Vehicle for Hire shall be inspected at least once every twelve (12) months 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.

Objection : According to our understanding anybody who is certified by the province to perform a vehicle inspection, should have the full authority to do their job and ensure the safety of both the drivers and the public are not compromised. We are not sure why the city does not want to accept an inspection from a certified journey man who is licensed by the province itself.

Recommendations: Every vehicle for hire should be inspected at least once every (12) months by an Alberta certified journeyman mechanic to ensure it complies with this bylaw.

AND WHEREAS, Council does not wish to specify the fees, rates, fares, tariffs or charges that may be charged for the hire of vehicles for hire of any class or designated driver services in order to foster a level playing field and competitive environment that will benefit consumers;

Recommendations:

AND WHEREAS, Council will impose a minimum rates according to the method used presently by the City of Red Deer bylaws but will allow the imposing of the additional fees, rates, fares, tariffs, or charges that maybe charged for the hire of vehicles for hire of any class or designated driver services in order to foster a level but safe playing field and competitive environment that will benefit consumers and drivers of vehicles for hire in all classes and prevent price wars or fixing.

Objections:

- a) **Direct affect to some families and senior citizens :** A senior who is in the need for a quick ride which might not be as rewarding in a busy work hour (medical or grocery runs) will have a very hard time to receive service from an Independent Driver Owner . Cold weather, rush hours, and major holidays will have a great impact on a situation like this. When a driver has the opportunity to go for a longer run, it logically makes sense to ignore a trip which could be not as rewarding.
- b) Allowing every independent driver to set their own rates will create a chaos around the city. Price wars will lead to various types of conflicts and violations of laws and regulations specifically around the busy parts of the city (bars and clubs). Unwanted violence and conflicts is a waste resources and time for the city officials and the RCMP.

- c) With the already tough economy a price war will directly affect the income of the current 250 taxi drivers and their families, which will lead to them leaving the city and seeking life elsewhere.

AND WHEREAS, Council does not wish to limit the number of vehicles for hire of any class in order to foster a level playing field and competitive environment that will benefit consumers;

Recommendations :

AND WHEREAS, council does not wish to limit the number of vehicles for hire of any class in order to foster a level playing field and competitive environment that will benefit customers;

Council will impose a moratorium for a period of 2 years at present allocated taxi tags only and at that time review if moratorium will be lifted or adjusted for both consumer and drivers benefit and safety.

For those individuals who wish to drive taxi independently, the city has already provided them the opportunity to drive with the uber taxi company.

With the current population of the Red Deer city, which has already decreased by a noticeable number, there are more than enough taxi tags and TNC's in service.

With the current bylaw, a taxi tag is issued only if the population has increased, so it does not make sense to allow unlimited taxi tags with the already decreased population of our city.

Rates

Recommendations: a level discussion on this issue.

85. A broker shall:

87. An Independent Driver Owner shall

(a) establish the rates to be charged to passengers by its affiliated Drivers for the services provided by the brokerage and its Drivers, including any applicable surcharges;

(b) ensure that the rates set, including any surcharges, are posted in the Vehicle for Hire in accordance with requirements of this bylaw and the direction of the City Manager;

A level discussion on this issue

85 (e) post the rates on the website for their Vehicle for Hire service (short formed)















There will be pushback from the big TNC brokers on this as their rates fluctuate constantly based on time, vehicle availability and time of the year. Rate can go 5x's higher in some cases, we've all heard the stories. Taxis have never had the luxury as they were controlled by the law. Posting this information on a website maybe a problem for all concerned. Each vehicle will already have the rates posted in them. Any customer can refuse those rates and look for another source of transportation if they so choose. We find it would be extremely hard to both monitor and control the fluctuation rates TNC's tend to apply at different times. This does not benefit the or any one.

Final thought: The introduction of this bylaw is like handing a 16-year-old young person the keys to the car and giving them the rules and regulations they are expected to follow.

How many of those 16-year olds will actually follow the rules! Remember we were all 16 at one time;

How well did we obey what was told to us?

Thank you for reviewing the recommendations










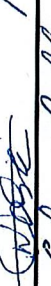











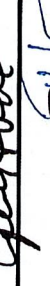





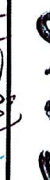
DRIVERS NAME PRINTED	BADGE #	SIGNATURE	PHONE NUMBER
Ermat Ali Ahmad	Car-205		
LTJIC DUSAT	CO314111	LTJIC DUSAT	
WAYNE SUTTERLAND	"413"	W. Sutterland	
JAY TELSING	0856		
Randy Baughman	125		
David Baughman	974	David Baughman	
Hussein Ismail	127	Hussein Ismail	
Mahar Khan	550		
Nadeem Malik	450	Nadeem Malik	
Gordon Dewey	60	Gordon Dewey	
Sheikh-Nor Hassan	965		
Guy Brousseau	133		
Ahmed Sheragha	841		
Shahin Dmate	955		
Abdel Basir Safi	811		
DAN OLSON	0074		
William Robertson	988	William Robertson	
DELMIR KLOVIC	933		
NAZM KINTN	646		
Jane Olson	349		
PAUL HOFFE	110	Paul Hoffe	
Augustin Boudali	109	Augustin Boudali	
EMILSON GALAN	106	Emilson Galan	
REY FLORES	125	Rey Flores	
GREG KRAUSS	110		
MACASO S. NAD	105	Macaso S. Nad	
ITANIE BAILLY	107	Itanie Bailly	

[illegible]

[illegible]

13022

[illegible]

DRIVERS NAME PRINTED	BADGE #	SIGNATURE	PHONE NUMBER
Mark Kilbury	966		
Richard Atkinson	Dispatch		
Jay Karim	166		
Jesse King	145184		
Vladimir Molnar	406		
Abdelazim Anglo	526		
Zemou Mary	641		
AHMAD SHANSAB	685		
Tenar Granger	948		
MUHAMMAD-NASIR	946		
Ehsa Babani	775		
YASIR-MAHMOOD	889		
Randy Kalki	947		
Tony Deemary	435		
WALID ABDILLAH			
Rahim Zekria	055		
Hosyinden	838		
DAVID Ross	281		
John Heemskerk	60		
SEACH McLEBBIE	804		
Nihad Elezovic	#93		
John Hubbard	967		
Asad Bayat	936		
AHMAD FARID	#683		
ROEEN Khan Muhammad	#693		
James Michael Anderson	#957		
Jackie Rimmer	Dispatch		
Hassan Wali	#781		

PLEASE PRINT LEGIBLY



January 6, 2020 Appendix BB –
TNC Provincial Application Form

Application for Transportation Network Company (TNC) Certificate of Approval

For the purpose of connecting passengers with transportation network drivers to provide pre-arranged transportation services for compensation exclusively through the offering, use or operation of a transportation network. A transportation network can be an online enabled application (or app), digital platform, software, website or any other system offered that is used by the TNC.

“Transportation Network Automobile” means a motor vehicle with a manufacturer’s seating capacity originally designed for 8 or fewer passengers, including the driver, used to provide pre-arranged transportation of passengers for compensation through the use of a transportation network, but does not include a taxi.

NOTE: Vehicles that provide an on-demand service and/or that meet municipal definitions of a taxi, and are operated as a taxi at any time, cannot be used to provide TNC services. A TNC must ensure that its transportation network drivers do not solicit, accept or transport passengers other than through the use of a transportation network (i.e. street hails are not permitted)

Alberta Transportation - Carrier Services National Safety Code and Operating Authority Administration

Room 401, 4920 - 51 street
Red Deer, AB T4N 6K8
Phone #: 403-340-5444 (toll free in Alberta by first dialing 310-0000)
Fax #: 403-340-4806
Email: carrierservices.info@gov.ab.ca

More information about Transportation Network Companies is available online at:
<http://www.transportation.alberta.ca/rideforhire.htm>



Transportation Network Company (TNC) Application for Certificate of Approval

☐ New Application ☐ Renewal Certificate Number: _____

Section 1 – Applicant Information

Complete **only one** of the following 1A or 1B with the name(s) that appear or will appear on the name of the Transportation Network Company:

1A Corporate/Organization/Society as registered with Alberta Corporate Registry

?

Legal Name (*trade name not acceptable*):

1B Individual or Joint Names (*where more than one person/corporation/society is the Transportation Network Company*)

(Last Name)	(First Name)	(Middle Name)	(Driver Licence Number)

(Last Name)	(First Name)	(Middle Name)	(Driver Licence Number)

Legal Name(s) (*when a corporation(s) is a member of the joint ownership of the Transportation Network Company*):

1C Mailing Address

Street/Box Number:

City:	Province:	Postal Code:
Phone Number:	Cell Phone Number:	Fax Number:

Email:

1D Principal Place of Business in Alberta (must be a street address or legal land location, not a box number This is where all records required by legislation are retained).

NOTE: If the address provided in Section 1D is not in Alberta and a Resident Agent or Representative in Alberta is retaining records on your behalf, please complete Section 1E.

Street/Legal Land Location:

City:	Province:	Postal Code:
Phone Number:	Cell Phone Number:	Fax Number:

1E Representative or Resident Agent Information

Name of the Transportation Network Company's Resident Agent or Representative in Alberta:

*(Last Name)**(First Name)**(Middle Name)***Where Representative is a Corporate/Organization/Society, as registered with Alberta Corporate Registry**Legal Name *(trade name not acceptable)*: _____Principal Place of Business *(must be a street address or legal land location, not a box number)*

City:

Province:

Postal Code:

Phone Number:

Cell Phone Number:

Fax Number:

Email:

Mailing Address *(if different from above)*:

City:

Province:

Postal Code:

Phone Number:

Cell Phone Number:

Fax Number:

Section 2 – Operational Information**2A Trade Name**Does the applicant operate under a trade name? *(operating as/doing business as)*☐ **Yes**☐ **No**

Trade Name _____

2B Geographic Scope ?Please list each of the communities where the TNC service is or will be offered, including all cities, towns, villages, counties, hamlets, etc. (e.g. Edmonton, St. Albert, Calgary, County of Rocky View, Rocky View, etc.):**Communities Serviced by TNC**

*(where additional space is required, please attach supporting information)***REMINDER: A Transportation Network Company (TNC) connects passengers with TNC drivers to provide pre-arranged transportation services for compensation, exclusively through a transportation network, which can be an online enabled application (or app), digital platform, software, a website, or any other system offered that is used and operated by the TNC.**

2C Transportation Network Drivers in Alberta

1. Provide the approximate number of drivers currently operating for the TNC: ☐ 0 - 50 ☐ 51 - 200 ☐ 201 - 1000 ☐ 1001+
2. How does the TNC connect its drivers to clients to provide pre-arranged transportation services?
- ☐ Online-enabled Application ☐ Digital Platform ☐ Software ☐ Website ☐ Other (specify): _____

2E Confirmation of Required Policies

1. I/We confirm that the TNC has written policies implemented to ensure compliance with the requirements of Section 4 of the [Transportation Network Companies Regulation](#). (e.g. appropriate driver licensing, police information checks, accident investigations, etc.). ☐ Yes ☐ No
2. I/We confirm that the TNC has written policies implemented to ensure compliance with the requirements of Section 5 of the [Transportation Network Companies Regulation](#). (e.g. recordkeeping, record retention). ☐ Yes ☐ No
3. I/We, the TNC, have read and understood the [Transportation Network Companies Regulation](#). ☐ Yes ☐ No

Section 3 – Insurance Information: Endorsements Held

The TNC is responsible to ensure that its transportation network drivers and the transportation network automobiles they operate are covered by a motor vehicle liability policy and/or a transportation network automobile insurance policy, at all times that the drivers and the automobiles provide transportation network services.

1. I/We confirm that an SEF 6C Passenger Hazard Endorsement is held by the TNC identified in Section 1, and the endorsement is in place for each transportation network automobile and provides coverage for all transportation network drivers. ☐ Yes ☐ No
2. I/We confirm that the [Alberta Standard Automobile Insurance Policy Form-Transportation Network \(SPF 9\)](#) is held by the TNC identified in Section 1, and is in place for each network transportation network automobile and provides coverage for all transportation network automobiles. ☐ Yes ☐ No
3. I/We confirm that an SEF 6C Passenger Hazard Endorsement or an Endorsement specific for transportation network drivers is held by each transportation network driver and provides appropriate insurance coverage for each transportation network automobile. ☐ Yes ☐ No
4. I/We confirm that a motor vehicle liability policy (Personal Liability and Property Damage) is held with the specified amounts as required under Alberta's [Insurance Act](#) and Alberta's [Traffic Safety Act](#) and the regulations thereunder. ☐ Yes ☐ No
5. I/We confirm that a copy of the Endorsement(s) held by the TNC and/or the Endorsement(s) held by the transportation network driver(s) is provided along with the application (either in hardcopy or electronic format). ☐ Yes ☐ No

Section 4 – Declaration

As the named person(s), corporate entity, organization, or society, as identified as the applicant in Section 1:

- ☐ I/We understand our requirements under the *Transportation Network Companies Regulation*, as outlined at www.transportation.alberta.ca/rideforhire.htm.
- ☐ I/we will meet the minimum legislative requirements, as outlined in the *Transportation Network Companies Regulation* at www.transportation.alberta.ca/rideforhire.htm.
- ☐ I/we will comply with all applicable bylaws in the community(s) where the TNC provides passenger transportation services.
- ☐ I/we acknowledge that an audit or investigation may be conducted on our operations at any time to measure our compliance to regulatory requirements. Should deficiencies be identified during the audit or investigation, I/we understand that intervention action(s) may be taken by the Government of Alberta.
- ☐ I/we understand that we must inform the Government of Alberta of any changes to our operation, as per Section 4 of the TNC regulation at www.transportation.alberta.ca/rideforhire.htm.
- ☐ I/we certify that the information disclosed is true and accurate at the time of application. Providing false or misleading information may result in: the refusal of this application; refusal of subsequent renewals; issuance and/or amendment of terms or conditions on your certificate of approval; and/or being charged with an offence(s) or issued an administrative penalty(s).

Where the Certificate of Approval will show a corporate, society, or organization named (as identified in Section 1A), then the declaration must include the name(s) of an owner(s), manager(s), or director(s).

Where the Certificate of Approval will show an individual(s) named (as identified in Section 1B), the name(s) must be included in the declaration (i.e. John Smith or John Smith & Mary Smith).

Where the Certificate of Approval will show more than one name, then all names must be included in the declaration (i.e. John Smith or John and Mary Smith).

Name (<i>Print last, first, middle names</i>):	Position:	Phone:	Email:
Name (<i>Print last, first, middle names</i>):	Position:	Phone:	Email:
Name (<i>Print last, first, middle names</i>):	Position:	Phone:	Email:

Date:

Note: Any personal information obtained is collected under the authority of section 166 of the Traffic Safety Act and section 33 of the Freedom of Information and Protection of Privacy Act (FOIP) for the purpose of processing applications. Questions regarding the collection of personal information may be directed to Carrier Services at 403-340-5444 (toll free in Alberta by first dialing 310-0000) or by email to carrierservices@gov.ab.ca.

Submit application information by mail, fax or email to:

Carrier Services
 401, 4920-51 Street
 Red Deer, AB T4N 6K8
 Phone: 403-340-5444; toll free in Alberta by first dialing 310-0000
 Fax: 403-340-4806
 Email: carrierservices.info@gov.ab.ca

Municipal Comparisons for TNC Regulations

Calgary	Med. Hat	Airdrie	St. Albert	Strathcona	Grande Prairie	Regina	Saskatoon	Clarington	Pickering	Lethbridge	Cape Breton	Thunder Bay	Nanaimo	Milton
Yes	No	Yes	Yes	No	Did not hear back from them.	Yes	Yes	No	Did not hear back from them.	Business Licence Only	No - No TNCs operating	No, not regulated	Did not hear back from them.	No
Yes	N/A	Yes	Yes	N/A		Yes	Yes	N/A		N/A	N/A	N/A		N/A
Yes	N/A	No	None	N/A		Yes	Yes	N/A		N/A	N/A	N/A		N/A
Yes	N/A	Yes - minimal	None	N/A		Yes	Yes	N/A		N/A	N/A	N/A		N/A
No annual - Audit on demand option	N/A	No	None	N/A		Yes	Yes	N/A		N/A	N/A	N/A		N/A
Two models \$135 application fee + annual licence fee \$1,753 + \$229 per driver OR Combined TNC Licence Fee \$15 for each driver + \$0.20 per trip payable quarterly plus annual fees based on driver # 1-15 \$5,000 101-500 \$10,000 501-1000 \$15,000 1001+ \$20,000	N/A	1-3 drivers \$50/driver 4-10 drivers \$50/driver to max \$300 +10 drivers \$1,000	\$682	N/A		Based on # of vehicles \$2,500-\$25,000	Based on # of vehicles \$2,500-\$25,000	N/A		N/A	N/A	N/A		N/A

January 6, 2020 Appendix CC: - Municipality Comparison

From: Travis B [<mailto:>]
Sent: December 09, 2019 10:27 AM
To: Licensing
Subject: Vehicle for hire bylaw - perspective from a TNC driver.

January 6, 2020 Appendix DD -
Industry Feedback from Uber

Hello,

I am writing today with a few comments and questions regarding the proposed Vehicle for Hire bylaw. I am a Red Deer Uber driver and have been since Uber was first launched back in Sept. 2017. I watched the video of the Nov. 25th council meeting regarding this matter. There was some great discussion.

I have some serious concerns over the costs for obtaining the proper licenses. Uber drivers really don't make a lot of money. Forcing additional upfront costs may cause drivers to be squeezed out, thus, negatively affecting availability of the service.

Also, Uber drivers are already faced with supplying police background checks along with a vulnerable sector search annually. If the city was concerned, they could reach out to Uber or the driver to see them.

I was one of the ride-along participants in Aug. 2018. During that consultation, I described how I should not be obligated to display an Uber decal on my car. This car does not belong to Uber, it's not an Uber fleet car. It is my own personal car. Riders are already informed of the exact car coming to pick them up including the license plate number. Displaying decals seems 100% pointless.

It appears that councils appetite over the process is unified licensing for drivers. I believe that is also the path forward. I believe self-regulation is the key to reducing red tape and admin costs.

Having this become a regional bylaw seems like a good idea. The service area should increase. A once a year compliance check also seems reasonable. We already do an annual mechanical inspection which seems reasonable. Two a year is NOT reasonable.

Are there any plans to limit the amount of VFH licences given out to Uber drivers? Also, I have ran into other drivers (Driver Take Home services) that had no idea this bylaw was even being discussed. Should there be an educational period or some way to inform the drivers that this bylaw is being discussed?

It seems the local taxi industry had way more consultation than any other driver group. I would NOT say that's a good thing given that they want other services banned.

I look forward to a reply.

Thanks,
Travis Beebe

From: Michael van Hemmen <mvh@uber.com>

Sent: November 24, 2019 6:48 PM

To: MayorMailbox <Mayor@reddeer.ca>

Cc: Amy Fengstad <Amy.Fengstad@reddeer.ca>; Erin Stuart <Erin.Stuart@reddeer.ca>

Subject: Feedback on Ridesharing Bylaw

Mayor Veer,

I am writing in regards to the City of Red Deer's review of ridesharing as outlined in the Draft Vehicle For Hire Bylaw. For the past two years, Uber has been privileged to serve Red Deer enabling hundreds of income opportunities and hundreds of thousands of safe trips. Whether it was the recent Canada Winter Games, the Canadian Finals Rodeo, a doctor's appointment or date night, Uber has become a part of the community.

Uber would be pleased to be licenced by the City, and much of what staff is proposing is best practice across the country. Unfortunately, some key components would ultimately prevent Uber from continuing operations in Red Deer.

The operational burden of individually licencing hundreds of drivers and their vehicles when they may not complete a single trip is not sustainable for the ridesharing business model. The fees proposed would be in the tens of thousands of dollars for Uber driver-partners. Finally, given the mill rate subsidization of some fees, taxpayer costs would meaningful increase if all ridesharing drivers were to be individually licenced.

Other cities have found a workable regulatory approach that meets the city's priorities of access to transportation, safety, customer service, and equity. We respectfully request that Red Deer Council adopt a unified business licence for ridesharing similar to what has been adopted by St Albert, Airdrie, Lethbridge, Edmonton and cities across Canada.

A unified business licence forces companies to take ownership and accountability for driver and vehicle documentation. Uber would obtain a licence from the city and be required to collect, maintain, and make available driver and vehicle records. The city would maintain the authority to access records and restrict a driver's ability to rideshare in the appropriate circumstances.

Ridesharing Regulation in Comparable Alberta Cities where Uber Operates

	<u>Lethbridge**</u>	<u>Airdrie</u>	<u>St. Albert</u>	Red Deer staff proposed	Red Deer Uber proposed*
Unified Licence	Yes	Yes	Yes	No	Yes
Rideshare Driver Licence	No	No	No	Yes	No
Rideshare Vehicle Licence	No	No	No	Yes	No
Criminal Record Check (Vulnerable Sector)	Yes	Yes	Yes	Yes	Yes
Vehicle Inspection	No	Annual	Annual	Semi-annual	Annual
"Quality" Compliance Inspection	No	No	No	Annual	No

Driving Record Check	No	No	Yes	Yes	Yes
Fees for businesses >100 ridesharing drivers, cars	\$774	\$1000	\$682	Over \$36,500	\$1000
Cost for taxpayers	Low	Low	Low	High	Low

* The Uber proposal implements the current standard we maintain for all of our Alberta operations.

** Lethbridge relies upon the provincial regulations for record check standards

It is important to note that Uber is already governed by provincial regulations across all of Alberta. The province has penalties of up to \$50,000 per day to ensure that Uber holds the appropriate ridesharing auto-insurance and confirms and maintains records showing every affiliated driver-partners has a commercial driver's licence and has passed a Criminal Record Search with Vulnerable Sector Check. Moreover, Edmonton originally operated with individual licencing through an entirely electronic process, and still found it more efficient and effective to transition to the unified licencing system it uses today.

Hundreds of thousands of Uber trips have been safely completed in Red Deer under existing provincial regulations. We would be pleased to work with Council and staff to find a workable solution to maintain Uber's operations in Red Deer by implementing smart municipal ridesharing regulations.

Benefits of Unified Business Licencing

A unified licence would provide the City with data and control to ensure safety while reducing the city's regulatory costs and licencing fees for business. Individual Driver Licences and Vehicle Licences would not be required nor would drivers need to make a visit to city hall using up counter space and staff time to make paper taxi licences for hundreds of ridesharing drivers.

Unified licencing would allow the city to add new municipale regulations for ridesharing, but maintain full cost recovery in a manner that enables ridesharing by limiting new operational burdens for drivers and keeping fees affordable.

Unified licencing is standard in the ridesharing business, but it is also very common in other industries. Trains, buses, long haul trucks and airline are among the industries across Canada that are regulated by requiring companies to proactively own compliance and ensure that drivers and vehicles meet appropriate qualifications. It could also be used for taxi and limousine regulation if those industries also wished to take responsibility for driver and vehicle compliance.

The Ridesharing Business Model

Ridesharing provides important flexible income opportunities, especially in tough economic times. It empowers qualified drivers to use their personal vehicle to provide transportation services to riders connected via a smartphone app. Uber driver-partners are able to choose if, when, and where they drive, and fit Uber in around their own schedule and family priorities. Across North America driver-partners typically drive 10 hours or less in a week that they choose to drive. If a driver-partner only chooses to drive to help pay a \$200 bill that was unexpected, and that's ok. If they wish to drive full time that is also ok. The system works to enable all qualified drivers to help meet transportation demands of riders.

With Uber the rider is given the price upfront. There is no need to do mental math to compute an estimate based upon a time and distance calculation. Instead, the app shows you what the price will be and at the end of the trip the rider simply exits the vehicle. The payment is processed electronically via a debit, credit or other electronic payment method.

The availability of ridesharing has been shown to:

- Reduce impaired driving
- Increase economic activity
- Provide first/last mile solutions to and from public transit

Safety built within the system

Annual checks are helpful, but should only be one component of a fulsome safety management system. With Uber at the end of every trip riders and drivers give us information on how the ride went, if the vehicle was clean and comfortable and a rating of the overall trip. This is why an additional annual city compliance check of every vehicle focused on vehicle quality, in addition to a mechanical inspection, is not required in any jurisdiction in Canada. Instead other regulators do spot checks as needed to ensure that drivers have the appropriate documentation in the vehicle (vehicle inspection, commercial driver licence).

In summary, Uber has safety systems built into before, during and after the trip.

Before

- Criminal record check of driver (annual)
- Driving history record check (annual)
- Vehicle Inspection (annual)

During the trip

- No one is anonymous (Driver and riders both have accounts and additional data shared with Uber)
- Real-time GPS tracking of Trip
- [Share my status](#) (shares your physical location, route, ETA and driver information to a friend/family member)
- In-app 911 support
- Speed limit alerts for driver-partners

After the Trip

- 24-7 Customer Support
- 5 Star rating system to foster rider and driver accountability
- [Law Enforcement Response Team](#) (A team dedicated to assisting law enforcement with data requests and emergencies)

The last two years of operations in Red Deer have been a great privilege. We hope to work with staff and Council to enable a licencing system that allows us to continue to serve this great community.

If you have any questions or concerns do not hesitate to reach out.

Best regards,

Michael

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Michael van Hemmen
mvh@uber.com



Council Decision – January 6, 2020

DATE: January 9, 2020
TO: Erin Stuart, Inspections & Licensing Manager
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Vehicles for Hire Bylaw – Unified Licensing Pros/Cons & Fee Review

Reference Report:

Inspections & Licensing, dated January 6, 2020

Resolution:

At the Monday, January 6, 2020 Regular Council Meeting, Council passed the following resolutions:

Resolved that Council of The City of Red Deer having considered the report from Inspections & Licensing, dated January 6, 2020 re: Vehicle for Hire Bylaw – Unified Licensing Pros/Cons & Fee Review hereby agrees to amend the resolution as follows:

- Adding a new item to #2 as follows “Explore separate regulations for full time and part time drivers including, but not limited to, one mechanical inspection annually, lowering TNC fees and reviewing fee structure in general”

Resolved that Council of The City of Red Deer having considered the report from Inspections & Licensing, dated January 6, 2020 re: Vehicle for Hire Bylaw – Unified Licensing Pros/Cons & Fee Review hereby agrees to amend the resolution as follows:

- Adding a new item as follows “Establish mechanisms for safety data reporting and oversight”

Resolved that Council of The City of Red Deer having considered the report from Inspections & Licensing, dated January 6, 2020 re: Vehicle for Hire Bylaw – Unified Licensing Pros/Cons & Fee Review hereby agrees to amend the resolution as follows:

- Adding a new item as follows “Follow up on the Regional Approach and options to remove regulatory barriers for Rides for Hire in our region”

Resolved that Council of The City of Red Deer having considered the report from Inspections & Licensing, dated January 6, 2020 re: Vehicle for Hire Bylaw – Unified Licensing Pros/Cons & Fee Review hereby agrees to amend the resolution as follows:

- Adding a new item as follows “Advocate to the Provincial Government requesting an update on the learnings related to the review of TNCs, including oversight and the lack of provincial fees”

Resolved that Council of The City of Red Deer having considered the reports from Inspections & Licensing, dated January 6, 2020 re: Vehicle for Hire Bylaw – Unified Licensing Pros/Cons & Fee Review and November 25, 2019 re: Vehicles for Hire Principles and Concepts, hereby endorses the following principles and concepts:

1. The principles of safety, customer service, equity, balancing the needs, and cost/opportunity for income.
2. The concepts in support of the principles:
 - a. The inclusion of Taxis, Accessible Taxis, TNCs, Limousines and DDS.
 - b. Criminal Record Checks and follow up Vulnerable Sector Checks, where warranted, are required annually for all Vehicle for Hire drivers.
 - c. TNCs will require Vehicle, Driver and Broker licences to be consistent with the existing industry.
 - d. The cap on the number of Taxi plates remains in place for two years, with the introduction of 5 plates available for Independent Driver for Hire or new Brokerages. A review will take place following the two years.
 - e. A requirement for all brokers to have at least one Accessible Taxi operational per every 20 Taxis in the fleet.
 - f. The removal of regulations on Taxi vehicle colour and rates, with the exception of including a minimum rate to be charged.
 - g. July 1, 2020 implementation date for the full bylaw.
 - h. Inclusion of two (2) mechanical inspections per year.
 - i. Clarification of Driver requirements and included all industry types.
 - j. Simplified bylaw with duplication removed to make it easier to understand.
 - k. Flexibility built in to address items like model age of Vehicles for Hire and discretionary items.
 - l. Mitigation of enforcement challenges for Independent Driver Owners with inclusion of a corresponding fee to reflect extra demands on time.
 - m. Explore separate regulations for full time and part time drivers including, but not limited to, one mechanical inspection annually, lowering TNC fees and reviewing fee structure in general.
3. Establish mechanisms for safety data reporting and oversight
4. Follow up on the Regional Approach and options to remove regulatory barriers for Rides for Hire in our region
5. Advocate to the Provincial Government requesting an update on the learnings related to the review of TNCs, including oversight and the lack of provincial fees.

Resolved that Council of The City of Red Deer having considered the reports from Inspections & Licensing, dated January 6, 2020 re: Vehicle for Hire Bylaw – Unified Licensing Pros/Cons & Fee Review and November 25, 2019 re: Vehicles for Hire Principles and Concepts, hereby directs Administration to bring back a bylaw Regulating Licensing for all Vehicles for Hire in accordance with the principles, as adopted.

Report back to Council:

Yes

Comments/Further Action:

Administration to bring back a bylaw in accordance with the principles and concepts as detailed in the above resolutions.



Frieda McDougall
Manager

- c. Director of Planning Services
Corporate Meeting Administrator



January 6, 2020

Land Use Bylaw Amendment- 3357/M-2019 IC Industrial/Commercial (Mixed Use) District Consideration of Second and Third Reading

Prepared By: Amber Senuk

Department: Legislative Services

Report Summary & Recommendation:

Summary:

The attached report is being brought forward from the Monday, December 9, 2019 City Council meeting.

Recommendation:

That Council considers second and third readings to Bylaw 3357/M-2019, an amendment to the Land Use Bylaw to create a new mixed use district, the IC Industrial/Commercial (Mixed Use) District.

Background:

On December 9, 2019 Council considered Bylaw 3357/M-2019, an amendment to the Land Use Bylaw to create a new mixed use district, the IC Industrial/Commercial (Mixed Use) District.

In accordance with Section 606 of the Municipal Government Act, this Land Use Bylaw Amendment was required to be advertised for two consecutive weeks. An advertisement was placed in the Red Deer Advocate on December 13 and December 20, 2019. A Public Hearing will be held on Monday, January 6, 2020 at 6:00 p.m. during Council's regular meeting.

Proposed Resolution:

That Bylaw 3357/M-2019 be read a second and third time.

Additional Comments Received
Item 5.1. – Land Use Bylaw
Amendment 3357/M-2019

As the property owner of [REDACTED] in riverside light.

I have been approached by a potential tenant that is interested in setting up a private school at the above location. It is in our opinion that it would be a good fit in the area with the potential zoning changes that have been discussed. The school is a privately funded school that offers a lot less student per teacher ratio. This lends to specific students that thrive under this type of teaching. The school serves approximately 60 students which are up to grade 5.

As owner of the property I was approached with the idea. The interest in the property was generated by the fact that there is a fenced area to contain the students. There is a building large enough and high enough that would be suitable for a gymnasium. Drop off of students would be done in the fenced compound area as to not expose the students to any traffic. The compound would have a green area that would allow the students to have an area that is contained to play in at recess time, just like other schools.

As property owner, could or would you consider this use for this particular property?

Thank you for your time and consideration,
Dwayne Janzen
[REDACTED]

THE CITY OF RED DEER
Legislative Services

RECEIVED

DATE: Dec. 9/19.

Andy Zniuk

THE CITY OF RED DEER
Legislative Services

RECEIVED

DATE: Dec 27, 2019
BY: Dropped off**SPEEDMASTER HOLDINGS LTD.**[REDACTED]
Telephone [REDACTED]

Email [REDACTED]

DELIVERED**December 27, 2019****THE CITY OF RED DEER****Dear Sirs:****Re: Rezoning Industrial Areas
With Retail Sales as a mix*****I have been in Riverside Light Industrial Park for over 27 years.******The existing mixture of business has worked well.******I am against opening the Industrial Parks to Retail and other non industrial users as it puts businesses together that were never planned to be together. Due to the nature of many industrial uses they may seem noisier etc than in a downtown or mall setting.******I feel the City's push to this rezoning is to try and find places for all the retail outlets that want out of downtown due all the problems with being there like not feeling safe (especially after dark), crime, homelessness and the many services to help them (and they need help), parking costs, special tax levies etc.***

They will not feel any safer, and will not until the courts keep offenders off the street longer than it takes the police to write his report.

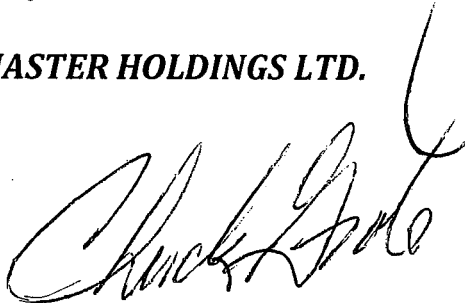
I think this move will just further the problems as they move out (or close down).

I also feel The City can not just keep pumping money into an area that is not going to change no matter how much tax money you throw at it.

Yours truly

SPEEDMASTER HOLDINGS LTD.

Per:

A handwritten signature in black ink, appearing to read "Chuck Grote". The signature is written in a cursive, flowing style with a large initial "C".

CHUCK GROTE

REGARDING 4619-63 ST. RED DEER

RECEIVED

DATE: Dec 27, 2019

BY: Dropped off

METALSTRIP & COATINGS INC.

4617 – 63 Street, Red Deer, AB. T4N 7E8

Telephone 403-343-3222

DELIVERED

December 27, 2019

THE CITY OF RED DEER

Dear Sirs:

**Re: Rezoning Industrial Areas
With Retail Sales as a mix**

I have been in Riverside Light Industrial Park for over 27 years.

The existing mixture of business has worked well.

I am against opening the Industrial Parks to Retail and other non industrial users as it puts businesses together that were never planned to be together. Due to the nature of many industrial uses they may seem noisier etc than in a downtown or mall setting.

I feel the City's push to this rezoning is to try and find places for all the retail outlets that want out of downtown due all the problems with being there like not feeling safe (especially after dark), crime, homelessness and the many services to help them (and they need help), parking costs, special tax levies etc.

They will not feel any safer, and will not until the courts keep offenders off the street longer than it takes the police to write his report.

I think this move will just further the problems as they move out (or close down).

I also feel The City can not just keep pumping money into an area that is not going to change no matter how much tax money you throw at it.

Yours truly

METALSTRIP & COATINGS INC.

Per:

A handwritten signature in black ink, appearing to be 'G. Grote', written over a horizontal line.

GARY GROTE



Originally Submitted to the
December 9, 2019 Council
Meeting

December 9, 2019

Land Use Bylaw Amendment 3357/M-2019: IC Industrial/Commercial (Mixed Use) District

Prepared by: Kimberly Fils-Aime
Department: Planning Services

Report Summary & Recommendation

Administration has created a new Land Use Bylaw district. The IC Industrial/Commercial (Mixed Use) District that combines commercial and industrial uses to allow for more flexibility and adaptability to changing economic trends. This district is intended for the Riverside Light Industrial Area (RLIA) and for future sites as identified in an area structure plan.

Administration recommends that Council give first reading to Land Use Bylaw amendment 3357/M-2019 for the creation of the new IC Industrial/Commercial (Mixed Use) District.

Proposed Resolution

That Bylaw 3357/M-2019 be read a first time. If first reading is given, this bylaw will be advertised for two consecutive weeks with a Public Hearing to be held on Monday, January 6, 2019 at 6:00 p.m. in Council Chambers.

Rationale for Recommendation

1. RLIA parcels are smaller than most other industrial parks in The City.

The smaller sizes of the lots in the RLIA are conducive to a variety of unique industrial and commercial uses that require large buildings with little outdoor storage. Several buildings are configured to accommodate several smaller scale businesses with bays under 5000ft².

2. Meets requests from landowners for more flexibility.

Inquiries and applications for site exceptions in the last few years have indicated that some landowners would like additional flexibility of uses in the area. Landowner consultation for the proposed IC District indicates that many respondents are supportive of the change. Many of the site exception application in the area could be avoided with the introduction of the new mixed use district.

3. Proposed district supports City strategic alignment

The new IC District has been created to respond to changing economic trends in industrial areas. This new district provides increased flexibility and opportunity to landowners which may result in economic growth.

Discussion

Background

The Riverside Light Industrial Area (RLIA) is currently zoned I1 Industrial (Business Service) District. The general purpose of the I1 District is to provide for a range of light industrial, warehousing, storage and industrial support services that do not create noise, odours, dust, fumes or other factors which are regarded as nuisances (Appendix D).

At the June 13, 2011 council meeting, following several inquiries for uses not permitted in the RLIA, council directed administration to review the work plan related to the RLIA to determine when a study could be undertaken for this area. In response to Council's resolution, administration prepared a study which reviewed the zoning in the RLIA. This study was presented for information at the January 18, 2016 council meeting. The study determined that the RLIA should remain as I1 with the possible exception of properties fronting onto Riverside Drive and 48 Avenue south of 61 Street (Appendix E). These sites were proposed to allow all C4 Commercial (Major Arterial) District uses (with the exception of Commercial Schools, Drinking Establishments and Gaming Establishments).

Administration has reviewed the study and recent non-conforming use requests to create a new mixed use commercial district.

Analysis

The proposed district provides opportunity for unique smaller industrial and larger commercial recreation uses, and is responsive to both landowner requests and City strategic plans.

Small Lot size

Beginning its operations in 1961, the RLIA is Red Deer's oldest industrial park. The area was originally developed with several larger lots ranging from 0.69-11.83 acres. Overtime the larger lots were re-subdivided into smaller pieces of land accommodating several new businesses. Unlike some of the other industrial parks in the city, the RLIA consists of several smaller bays. Almost half of the buildings in the RLIA are constructed to accommodate more than one business either by condominium or leasehold.

The smaller building footprints of the buildings in Riverside Light as compared to those in other industrial parks in the city make Riverside Light a unique industrial park. According to some industrial real estate reports, smaller tenant bay spaces in the range of 2000ft² (186m²) to 4000ft² (372m²) are proving harder to occupy with industrial type clients. The small parcel sizes

attract service and repair or small scale manufacturing with a retail component. The site coverage for the park is also higher than that of most other parks indicating that there are fewer storage yards than other parks.

New uses

The IC Industrial/Commercial (Mixed Use) District contains all the same uses that are currently listed in the I1 Industrial (Business Service) District (Appendix A & D). All uses that were existing in RLIA prior to the introduction of this bylaw will be able to continue to operating and may apply for expansion and intensification. Additional uses are deemed compatible with the I1 District. Table 1 lists the new uses in the IC District and the rationale for why they were added.

Table 1: New IC uses

Use	Rationale
Office up to a maximum of 10,000ft ² (929m ²) (discretionary) use.	This will allow small scale or startup commercial businesses the ability to find suitable office space, or for existing businesses to expand in place while still limiting office use outside the downtown.
Indoor Recreation Facility (discretionary)	This use was created to accommodate recreational facilities that require industrial scale buildings.
Industrial/Commercial Training Facility (discretionary)	This is intended for developments that provides the training of personnel in commercial businesses and/or industrial operations.
Microbrewery (discretionary)	Microbreweries contain a manufacturing component which is suitable for industrial districts.
Supporting Merchandise Sales (discretionary)	This use allows business to sell the products they produce and package on site. The sales component will be limited to 30% or less of the gross floor area.

Municipal Best Practice Review

Several other municipalities in Alberta have mixed use Industrial/commercial Districts. These mixed use Districts all list uses that are similar to those being proposed in the IC District. Red Deer County lists office and industrial/commercial training facility as permitted uses in their Business Service Industrial District (BSI). Other similar uses and mixed use districts across different municipalities can be found in appendix G.

Strategic Alignment:

One of the key goals of The City's 2019-2022 Strategic Plan is for Red Deer to become an economic leader:

"We have a strong, dynamic economy, fostered by entrepreneurship and innovation. Leveraging our central location, Red Deer is an economic hub with a revitalized downtown and diverse local economy."

Dialogue

The application was circulated to various City departments for review. All concerns/comments provided by departments have been reviewed and considered by the Planning Department.

An information package and questionnaire was sent to 136 landowners within the Riverside Light Industrial area (Appendix B). 25 responses were received. The majority of respondents was in support of the mix of uses and expressed their desire to see the IC District applied to the entire riverside industrial park. Of those who were opposed to the mix of uses, primary concerns were centered on the inclusion of Cannabis Production Facilities as a use and parking. Following further administrative review, though initially consider as potential uses, Cannabis Production Facility and Recreational Vehicle Storage have been removed as a uses from the proposed IC District. A summary table of the feedback can be found in Appendix C.

Recommendation

Administration recommends Council proceed with first reading of IC Districts, 3357/M-2019. If adopted, the IC District will provide additional flexibility to landowners within the Riverside Light Industrial park. Several landowners expressed a desire to rezone their properties to the IC District. If council chooses to approve the district, administration would bring forward a land use bylaw amendment by the end of Q2 2020 to rezone the lands of willing landowners.

Operational ImpactsLand Use Bylaw – new land use district

The IC Industrial/Commercial (Mixed Use) District is a district that combines commercial and industrial uses. The new district will be located in *Part Six: Industrial Districts and Regulations* of the Land Use Bylaw.

Risk Management Framework

The following chart is an analysis of the proposed bylaw amendment rating score of corporate procedure 5029 (Appendix I).

Options	Score is based on Likelihood x Impact as outlined in the Risk Assessment Corporate Procedure 5029					
	Regulatory & Compliance (including Legal)	Reputation	Financial	Operational (Health & Safety)	Operational (Delivery of service to Red Deerians)	Strategic
Consider first reading IC District (Option 1)	Low (2)	Low (2)	Low (1)	Low (1)	Low (1)	Low (1)

Financial

There are no direct budget and financial implications as a result of the recommendation.

Appendices

- Appendix A- IC Industrial/Commercial (Mixed Use) District
- Appendix B- External Referral Package
- Appendix C- Landowner Comment Sheets & Administrative Response
- Appendix D- I1 Industrial (Business Service) District
- Appendix E- 2016 RLIA Study Recommendation
- Appendix F- Municipal Comparison
- Appendix G- Bylaw 3357-M-2019
- Appendix H- Risk Assessment Legend

Appendix A

IC Industrial/Commercial (Mixed Use) District

6.5 IC Industrial/Commercial (Mixed Use) District

General Purpose

The general purpose of the IC Industrial/ Commercial District is to allow for light industrial, commercial and recreational uses that are compatible and complementary to one another, the operation of which create or emit little to no noises, odours, dust, fumes or other factors which are regarded as nuisances. The IC District is intended for the Riverside Light Industrial area or other areas as identified in an area structure plan.

I. IC Permitted and Discretionary Uses Table

(a) Permitted Uses
<ul style="list-style-type: none"> (i) Any development legally existing or legally approved prior to the passing of Bylaw 3357/M-2019 (ii) Accessory buildings or uses (excluding sales) (iii) Accessory sales related to manufacturing, processing &/or distribution of any article (iv) Accessory sales of used trucks, automobiles, and used vehicles whose function is for recreation, providing that collectively there are not more than three units for sale on the site at any one time. (v) Building Sign (vi) Freestanding Sign (vii) Industrial Support Services (viii) Manufacture, processing, distribution, repair, servicing, and/or rental of any articles (ix) Service Stations (x) Warehousing (xi) Outdoor Storage
(b) Discretionary Uses
<ul style="list-style-type: none"> (i) Any expansion and/or intensification of Development legally existing or legally approved prior to the passing of Bylaw 3357/M-2019 Above ground storage tanks for motor fuel products including propane and used oil. (ii) Animal Services (iii) Auction Marts (excluding livestock) (iv) Dynamic Fascia Sign (v) Dynamic Freestanding Sign (vi) Crematorium (vii) Dangerous goods occupancy (viii) Restaurant (ix) Sale of large trucks over 10,000 KG, Manufactured Homes, heavy construction equipment & machinery (x) Sale of horse, stock & light flat deck & cargo trailers (xi) Transportation, communication or utility facility (xii) Industrial Trade Schools (max. capacity of 60 persons)) (xiii) Accessory outdoor display or sale of goods (xiv) Pet Crematorium (xv) Indoor Recreation Facility up to 929m² of the gross leasable area of the lot on which it is located

- (xvi) Industrial/Commercial Training Facility
- (xvii) Microbrewery
- (xviii) Office up to 929m² of the gross leasable area of the lot on which it is located
- (xix) Supporting Merchandise Sales

2. IC Development Standards

(a) Table 6.5 IC Development Standards

Regulations	Requirements
Floor Area Minimum	n/a
Building Height Maximum	n/a
Front Yard Minimum	6.0 m
Side Yard Minimum	6.0 m
Rear Yard Minimum	3.0 m
Landscaped Area	40 % of minimum Front Yard
Parking Spaces	Subject to section 3.1 and 3.2
Loading Spaces	Subject to section 3.7
Site Area Minimum	929.0 m ²
Frontage Minimum	22.0 m

- (b) The IC District is subject to any applicable development standards listed within section 6.6 General Industrial District Regulations.
- (c) All Development shall meet the requirements of section 7.15 Major Entry Areas Overlay District.
- (d) Dynamic Signs shall not face a Major Corridor, as defined in section 7.15.2(b)

Appendix B

External Referral Package



Date: October 18, 2019

To: Landowners within the Riverside Light Industrial Area

Re: Proposed IC (Industrial Commercial Mixed Use) District

Why have you received this letter?

You are being notified of a proposed amendment to the Land Use Bylaw (Bylaw 3357/M-2019) for the creation of a new mixed use industrial and commercial district. As part of the City's overall evaluation process, landowners within Riverside Light are being given an opportunity to provide comments on this new proposed IC (Industrial Commercial Mixed Use) District. You are invited to review and provide comments on the proposed amendment by **4:30 PM, November 1, 2019**.

What is being proposed?

The City is creating a new mixed use industrial and commercial district to provide more development options for some I1 Industrial District (zoning) landowners and occupants. The proposed amendment is outlined in Appendix A of this document. Please share this information with tenants who may wish to provide feedback.

The Riverside Light Industrial area has been identified as an area in transition and we want to know your thoughts on this new district (zoning) and whether you would consider this district (zoning) for your property.

In 2014, The City consulted with landowners and occupants in Riverside Light to address some of the land use transitions occurring in the area. The City received a mix of comments, some of which supported additional flexibility for the area, while others preferred maintaining the area the way it is.

Please review the proposed district(zoning) and consider filling out a comment sheet to let us know your thoughts.

What will happen if I submit comments or fill out a survey?

Any comments or surveys received will be reviewed by Planning staff and will be incorporated into the planning report that will be forwarded to Council when considering First Reading of the proposed district (zoning).

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 new district (zoning), Council must hold a Public Hearing prior to considering Second and Third Reading (adoption) of the proposed district (zoning). Public Hearings are advertised in the Friday edition of the Red Deer

October 18, 2019
Page 3 of 11

Advocate and all landowners within 100-metres of the site will also receive written notification of the Public Hearing, which is an opportunity for the public to speak directly to Council about any concerns they may have with the proposed bylaw.

Please provide your comments on the proposed amendments by **4:30 PM, November 1, 2019**. Comments may be sent to: kimberly.fils-aime@reddeer.ca

Thank you for your consideration in this matter. Do not hesitate to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kim Fils-Aimé', written in a cursive style.

Kimberly Fils-Aimé, Senior Planner
403-356-8896
kimberly.fils-aime@reddeer.ca

Appendix A: IC (Industrial Commercial Mixed Use) District

IC (Industrial Commercial Mixed Use) District

General Purpose

The general purpose of the IC Industrial/ Commercial District is to allow for light industrial, commercial and recreational uses that are compatible and complementary to one another, the operation of which create or emit little to no noises, odours, dust, fumes or other factors which are regarded as nuisances.

Permitted Uses in the IC (Industrial Commercial Mixed Use) District

All of the uses that are currently permitted in the I1 Industrial (Business Service) District will also be permitted in the IC (Industrial Commercial Mixed Use) District. These uses are as follows:

- a. Accessory buildings or uses excluding sales
- b. Accessory sales related to manufacturing, processing &/or distribution of any article
- c. Accessory sales of used trucks, automobiles, and used vehicles whose function is for recreation, providing that collectively there are not more than three units for sale on the site at any one time.
- d. Building Sign
- e. Freestanding Sign
- f. Industrial Support Services
- g. Manufacture, processing, distribution, repair, servicing, and/or rental of any articles
- h. Service Stations
- i. Warehousing
- j. Outdoor Storage

The following uses will also be permitted uses in the IC (Industrial Commercial Mixed Use) District. These uses are not currently listed in the I1 Industrial (Business Service):

- k. Any development legally existing or legally approved prior to the passing of Bylaw 3357/M-2019
- l. Office in total not to exceed 5000ft² of the gross leasable area of the property on which it is located

Discretionary Uses in the IC (Industrial Commercial Mixed Use) District

All of the uses that are currently discretionary in the I1 Industrial (Business Service) District will also be permitted in the IC (Industrial Commercial Mixed Use) District. These uses are as follows:

- a. Above ground storage tanks for motor fuel products including propane and used oil.
- b. Animal Services
- c. Auction Marts (excluding livestock)
- d. Billboard Sign
- e. Dynamic Fascia Sign
- f. Dynamic Freestanding Sign
- g. Crematorium
- h. Dangerous goods occupancy
- i. Restaurant
- j. Sale of large trucks over 10,000 KG, Manufactured Homes, heavy construction equipment & machinery
- k. Sale of horse, stock & light flat deck & cargo trailers
- l. Transportation, communication or utility facility
- m. Industrial Trade Schools (max. capacity of 60 persons))
- n. Accessory outdoor display or sale of goods
- o. Pet Crematorium
- p. Alternative/Renewable Energy Facility on sites designated Eco Industrial Park Overlay District
- q. Uses that produce waste materials, outputs, or by-products that may be used as inputs for an industrial operation within the Eco Industrial Park Overlay District
- r. Uses that may consume waste materials, output or by-products that are produced by an industrial operation within the Eco Industrial Park Overlay District

The following uses will also be discretionary uses in the IC (Industrial Commercial Mixed Use) District. These uses are not currently listed in the I1 Industrial (Business Service):

- s. Any development legally existing or legally approved prior to the passing of Bylaw 3357/M-2019
- t. Cannabis Production Facility
- u. Indoor Recreation Facility
- v. Industrial/Commercial Training Facility
- w. Microbrewery
- x. Office greater than 5000ft² and up to 10,000ft² of the gross leasable area of the property on which it is located
- y. Recreational Vehicle Storage
- z. Supporting Merchandise Sales
- aa. Temporary Use

Appendix B: New Use Definitions

The following definitions are for the uses that are not currently listed in the I1 Industrial (Business Service) District but will be a part of the new IC (Industrial Commercial Mixed Use) District.

Cannabis Production Facility (CPF) means any building in which commercial activities permitted by federal legislation may be conducted, such as the growing, production, labelling, packaging, storing and transporting of cannabis, but excludes the growing of cannabis by an individual for their personal use and consumption; and excludes Cannabis Retail Sales.

Indoor Recreation Facility means a facility that has been specifically built or adapted for athletic, recreation or leisure activities requiring an industrial scale building.

Industrial/Commercial Training Facility means a development that provides for technical instruction to students and/or the training of personnel in commercial businesses and/or industrial operations.

Microbrewery includes a micro-distillery and means a use where the small-scale production and packaging of alcoholic and non-alcoholic beverages takes place utilizing no more than 70% of the Gross Floor Area, and includes distribution, retail or wholesale, on or off the premises, and includes at least one of the following: tasting room, Drinking Establishment, or Restaurant but does not include Cannabis Retail Sales.

Office means a development that provides professional, management, administrative, consulting, and health care services, such as the offices of doctors, lawyers, accountants, engineers, architects, clerical, secretarial, employment, telephone answering and similar office support services.

Recreational Vehicle Storage means the outdoor storage of Trailers and other recreational vehicles when they are not in use such as, but not limited to, boats, seadoos and ATVs.

Supporting Merchandise Sales means a use where the sale of products produced and packaged on the premises takes place utilizing no more than 30% of the Gross Floor Area. Does not include Cannabis Retail Sales.

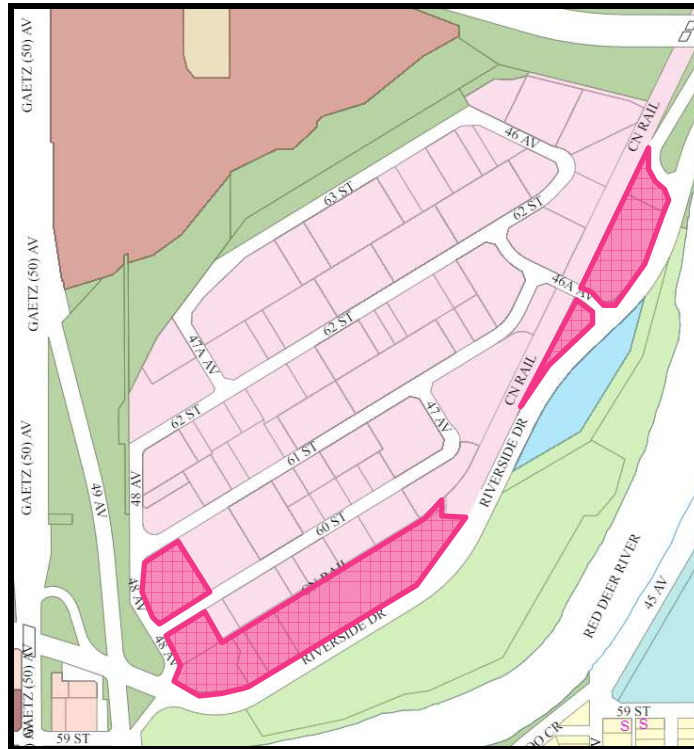
Temporary Use means a use that has been allowed to be located and/or used for a limited time only.

October 18, 2019
Page 7 of 11

Appendix C: Rezoning Options

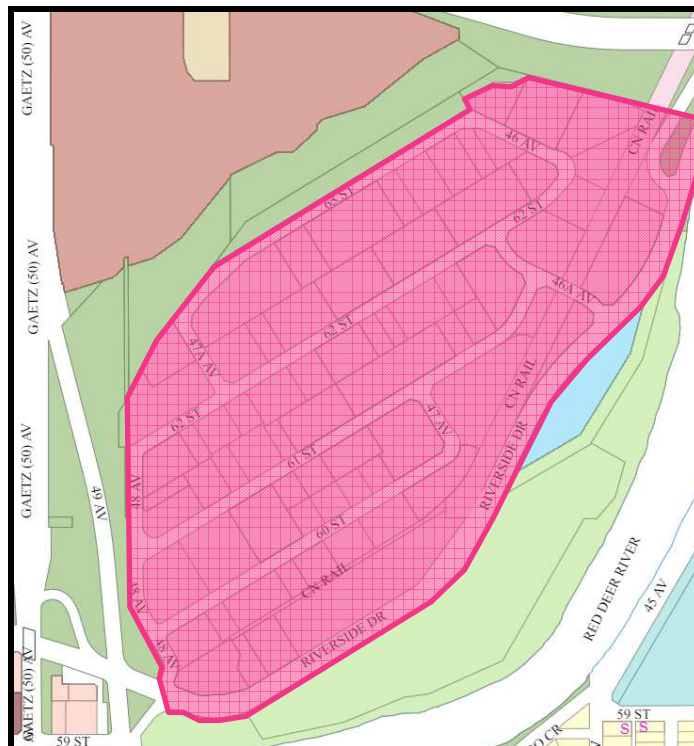
Option 1: Provide the opportunity for properties along Riverside Drive to rezone to the new IC District

- New IC District
- Existing I1 District



Option 2: Provide the opportunity for all properties in Riverside Light Industrial District to rezone to the new IC District

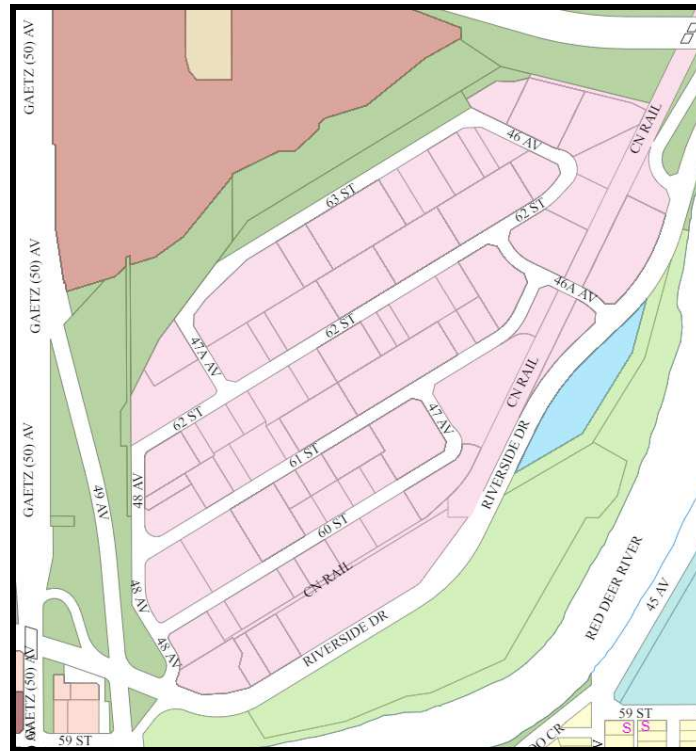
- New IC District
- Existing I1 District



October 18, 2019
Page 8 of 11

Option 3: Maintain the existing I1 Industrial (Business Service) District in all of Riverside Light

Existing I1
District



October 18, 2019
Page 9 of 11

Let us know what you think of the new IC (Industrial Commercial Mixed Use) District!

Contact Information

Your contact information allows administration to respond as needed.

Name: _____

Mailing Address: _____ Postal Code: _____

Phone #: _____ E-mail Address: _____

1. Do you support the mix of uses in the IC (Industrial Commercial Mixed Use) District?

☐ Yes

☐ No

☐ No Opinion

Additional Comments

October 18, 2019
Page 10 of 11

2. Would you consider rezoning your property to the IC (Industrial Commercial Mixed Use) District?

- ☐ Yes
☐ No
☐ No Opinion

Additional Comments

3. Which of the three rezoning options (as illustrated Appendix C) do you prefer

- ☐ Option 1: Provide the opportunity for properties along Riverside Drive to rezone to the new IC District
- ☐ Option 2: Provide the opportunity for all properties in Riverside Light Industrial District to rezone to the new IC District
- ☐ Option 3: Maintain the existing 1I Industrial (Business Service) District in all of Riverside Light

Additional Comments

Other Comments

[illegible]

Comment sheet may be submitted using the following options:

- Return, by mail to: City of Red Deer Planning Department, Box 5008, Red Deer, Alberta, T4N 3T4; or
- Drop off at the Planning Department counter on the 3rd floor of City Hall at 4914 – 48 Avenue; or
- Fax to the Planning Department at 403.342.8200; or
- Email to kimberly.fils-aime@reddeer.ca

Thank you for your input!

Appendix C

Landowner Comment Sheets & Administrative Response

Landowner Comment regarding ICMU District	Administration's Response/Comment
Traffic will increase	The application was circulated to the Engineering Department for review. Engineering staff has not determined ICMU District to pose traffic issues for the RLIA.
RLIA should remain as II	At this time, rezoning will be on a voluntary basis. Those who wish to remain as II can do so.
Parking concerns	ICMU parking requirements will be the same as those for the II District. All landowners are required to meet applicable parking standards outlined in Part 3 of the Land Use Bylaw.
Lot Sizes and yard space in RLIA are smaller than what industrial users are looking for	There are some industrial users that make use of a smaller storage yard and lot size or building. The lots in the RLIA are smaller than those in most other industrial parks in The City which can interfere with users needing more space.
MDP Policy 13.4 states that the City shall ensure that appropriate separation distances and transition between industrial and non-industrial uses are maintained	<p>While MDP Policy 13.4 indicates that industrial and non-industrial uses are to be separated, the MDP also contains growth and planning principles that can help inform how policy 13.4 can be interpreted. Sustainable Development and Smart Growth principles encourage <i>"A mix of land uses, including residential, commercial and industrial uses"</i>. In addition, one of the goals of the MDP is the following: <i>"Ensure the efficient utilization of lands and infrastructure, while encouraging a greater mix of uses and socio-economic activities in both new and established areas."</i></p> <p>Planning interprets Policy 13.4 to be rooted in the concept of compatibility. Planning believes that the commercial and industrial uses being proposed in the ICMU District are compatible to one another and similar to mixed use districts in other municipalities (Appendix G)</p>
ICMU District will: <ul style="list-style-type: none"> • Improve business viability • Be an opportunity to curb vacancies • bring customers to area • Lessen red tape • Allow for evolution of the area as market dictates 	Increasing the uses permitted in a district increases the potential for businesses to locate in that area.
Parking on 61 st street should	The application was circulated to the Engineering

Landowner Comment regarding ICMU District	Administration's Response/Comment
be on one side only	Department for review. Engineering staff has not determined ICMU District to pose traffic issues for the RLIA.
Other Landowner Comments	Administration's Response/Comment
How will property value be impacted	Development on adjacent properties may or may not affect property values. Overtime the market would determine if the property values are impacted.
How will taxes be impacted	Commercial and Industrial properties both receive the same Non-Residential Tax Rate. The new mixed use Industrial/ Commercial District, would still be considered "Non-Residential". For any questions regarding how taxes are calculated, the Revenue and Assessment Services Department can be contacted at 403-342-8126
Safety	Non-urgent crime concerns can be made to the RCMP complaint line at 403-343-5575. Urgent concerns can be made to the RCMP at 911.
Crime increase	Non-urgent crime concerns can be made to the RCMP complaint line at 403-343-5575. Urgent concerns can be made to the RCMP at 911.

1. Do you support the mix of uses in the IC (Industrial Commercial Mixed Use) District?

18 Yes

6 No

0 No Opinion

Additional Comments

The Riverside Light Industrial Park is an area that has many buildings which no longer meet the requirements that industrial building users are currently seeking. The Riverside area is experiencing a high vacancy rate. The proposed industrial commercial mixed use district would be a positive decision in which the area can potentially attract more businesses.

ADDITIONAL COMPATIBLE USES WILL IMPROVE BUSINESS VIABILITY.

I do not support any Cannabis grow production packaging or storing (CPF) of any kind anywhere in the city limits. The smell is unbelievable and absolutely unacceptable.

There is a CPF up near the Edmonton Airport. I would not like anyone to have to work or live near it.

FYI

Cannabis grow operations should not be permitted anywhere in the city limits. The smell is unbelievable and absolutely unacceptable -

Limited To option 1

I WOULD IF CANNABIS PRODUCTION WAS NOT INCLUDED

This improvement to the proposed zone changes will benefit the Riverside Light Industrial Area and the City.

We strongly support the mix of uses.

WITH THE AMOUNT OF VACANT SPACE IN RED DEER THE OPPORTUNITY TO INCREASE THE POTENTIAL FOR CUSTOMERS IS REQUIRED.

ALLOWING OTHER TYPES OF BUSINESSES WILL INCREASE TRAFFIC AFTER THE NORMAL 8 TO 5 AND HELP WITH THE CRIME PROBLEM.

Central Alberta Co-op fully supports the new IC District. We currently operate our Administration building in the area and are in desperate need of expanding our office space in our current building. This office serves all our Central Alberta Co-op Food, Liquor, Gas, Agro and Pharmacy locations. This change would allow us to continue operating out of current building without affecting anything around us. We would not be hiring anymore staff, which would bring more traffic to the area, we currently have the right staff compliment we just need more office space. Our new city manager made the comment that we need to make it easier for businesses to operate within the city, removing some of the red tape. This is one of the steps that needs to be done to make it easier for businesses to operate within the city.

This allows for evolution of the area over time as the market dictates.

I strongly support the increased flexibility and development potential that the IC Mixed Use would bring to the area.

I FEEL THAT THE PARKING ON 61ST HAS TO BE ADDRESSED ESPECIALLY IF MORE USES ARE ALLOWED AND IT PRODUCES MORE TRAFFIC.

AS IT IS I WOULD STRONGLY SUPPORT PARKING ON "ONE SIDE" ONLY ON 61ST. PEOPLE PARK RIGHT NEXT TO ENTRIES AND IT IS VERY DANGEROUS TRYING TO ENTER 61ST FROM BUSINESSES. AT "LEAST" ENFORCE AND PAINT YELLOW 30' FROM ENTRIES.

Red Deer Municipal Development Plan outlines the policies for "Guiding Long Term Development" within the city as stated in section 13.4 regarding Riverside Industrial Park.

- 13.4 The city through provisions of the land use bylaw and other planning documents shall ensure that appropriate separation distances and transition between industrial and non industrial uses "Are Maintained". This foresight shows that industrial and commercial businesses are mostly incompatible. The different needs of the two and their expectations and specific requirements are too broad and conflict with many current businesses.

Option 1 - Is my choice.

- 1 Am absolutely opposed to any Cannabis production or ~~transport~~ handling of any kind in the area - too much crime & odours. Also storage of RV should be limited - we don't want yards full of these. Maybe 1 per unit.

Option 2 is my vote.

All uses except a Cannabis Production Facility.
This area is too close to residential and the
odor would be unacceptable.

2. Would you consider rezoning your property to the IC
(Industrial Commercial Mixed Use) District?

21 Yes

3 No

0 No Opinion

Additional Comments

Potential tax rate implications of rezoning would be a consideration with regards to a decision

THE OPTIONS OF ADDITIONAL USES WOULD
ADD VALUE TO THE PROPERTY.

We are satisfied with the businesses
around us & would not consider rezoning
our property -

Limited To option 1

DO NOT INCLUDE CANNABIS

We would definitely rezone our property. We need this to be able to continue to operate out of this building. If this rezoning doesn't take place we will be forced to move our offices elsewhere, which could be in one of the other communities we operate out of.

I would like to know the impact of
the proposed change on taxation

Absolutely yes.

We bought our shop and land in 1989 based
upon it being a "industrial park"

After 3 decades and millions invested we fear rezoning
could have negative financial risks as to rent or sale in
the future

if changes as per earlier comments

(Referencing opposition to cannabis production facility)

3. Which of the three rezoning options (as illustrated in Appendix B) do you prefer
4. **Option 1: Provide the opportunity for properties along Riverside Drive to rezone to the new IC District**
- 17 **Option 2: Provide the opportunity for all properties in Riverside Light Industrial District to rezone to the new IC District**
- 3 **Option 3: Maintain the existing 1I Industrial (Business Service) District in all of Riverside Light**

Additional Comments

Preference would be option #2, with the hopes that the entire area could become more vibrant through diversification.

As a minimum, option #1 should be considered. The properties in option #1 are high exposure properties which struggle to find occupants that meet the current zoning requirements

A WIDEN VARIETY OF USES THAT
DO NOT IMPACT OTHER PROPERTIES
WILL SUPPORT VIABLE BUSINESS IN
THIS AREA

The current zoning seems to have allowed a pretty wide range of development. We have a good mix now. I think the zoning should be left as is - possibly look at another area if there is a need for more uses.

I feel that the existing bylaws are fine for this area. The existing businesses seem to be a good mix for this area. We haven't heard any complaints. There are lots of other areas in the city for these developments.

COMMERCIAL "SCHOOLS" & TRAINING FACILITIES.

second choice - option #1

only option 1.

We would prefer Option 2, as this is the option that would allow us to do what we need to continue to operate in the area. As well, it allows for growth and development in the area and why would the city want to hinder that growth and opportunity.

This is the only suitable choice if any change is going to be made

(Referencing Option 2)

The increased opportunities to use properties in Riverside under the IC zoning for a greater variety of commercial purposes should be available to everyone. This may also have a positive impact on property values and re-sale desirability, and should include everyone in the area.

There are lots of empty commercial spaces already zoned.

Option 1 is best, Option 2 is good. Option 3 does not help businesses in this area.

Other Comments

Our city has seen a tremendous exodus of businesses whether closing down or relocating to the County or Red Deer.

The increased flexibility with regards to the type of users that would be allowed under the proposed new zoning would be

a step in the right direction for our city to retain and attract more businesses.

I HAVE HAD TO REMOVE OFFICES
 WHEN THE RECONSTRUCTION TOOK PLACE
 DUE TO A FIRE. IT SOUNDS LIKE
 IF THIS GOES THROUGH, THAT WOULD NOT
 HAVE BEEN NECESSARY?

Our company supports the option # 2 providing for all properties to rezone IC with one exception. We do not support the inclusion of a Cannabis Production Facility, we feel it would attract Criminal Elements to the area. These types of facilities should be located away from the Red Deer river valley/downtown areas on both sides of the Red Deer River. There is already a detrimental criminal element in Red Deer, we do not need another target.

IT IS NEAR IMPOSSIBLE TO PASS
 A BIG TRUCK ON 61ST AS IT IS.
 IF YOU WANT 2 WAY TRAFFIC ON
 61ST "PARKING SHOULD BE ON ONE
 SIDE ONLY". THIS IS FOR SURE A
 PROBLEM WINTER DOESN'T HELP

Kim:

As the Owner of Cognidyn Holdings Inc. (who own space at #6/#7 4699 – 61 Street in the referenced area), I felt it prudent to provide commentary on the planned zoning changes to an IC zone for the area.

YES ... YES ... YES!

I fully support the change, and want the entire area altered (as referenced in Option 2). I recently moved my engineering office from our space on 61 Street to the old Legion building (for a variety of reasons, but generally because of business expansion plans that would not be permitted in the old I1 zoning), and have been trying to rent or sell the old space since May. With the current I1 zoning, many prospective tenants, who would love to have the space, have then found they cannot occupy due to the restrictive use limitations in place. This proposed change would alleviate those issues, and give us property owners a real chance to make a reasonable return on investment. If left alone, I fear the entire area will eventually decay with vacant properties all over, and we will lose our shirts. Too many people and related businesses are moving out of Red Deer and into the county, simply because of reasons like this.

This planned zoning change is definitely a step in the right direction. Better late than never, I suppose. I truly hope the entire area gets the upgrade it desperately needs.

Thanks for this opportunity. Let me know if you require any further input.

Regards:

- Basically here's our story. - 4648-61st
- Rented the shop and 1 acre lot in 1988 (clm business since 1975)
 - Bought the property in 1989 after consulting with the city and had no problems.
 - Put up a temporary fabric accessory building
 - 1997. Replaced with a Butlers engineered building
 - 2013. Upgraded power to 400 amps - Added a 70' paint booth; upgraded to chemical fire suppression. Added a paint mix room all engineered
 - 2013-14 Added 3000 sq ft. concrete addition to main shop. prefabricated
 - 2013-14 - \$95,000 storm water retention vault for building permit approval
 - Upgraded the entire building, permits, licences and all requirements met
 - Contributed millions, employed 100's over the years all locally.
- We're all in on this business and changing the zoning could have major negative financial risks as to rent - sale of our property

I BELIEVE THIS AREA NEED TO TRANSFORM
 INTO A MULTI USE OR MIXED USE ZONING TO
 MAKE SURE BUSINESSES STAY IN THE CITY
 LIMIT AREA AND DO NOT MOVE OUT OF
 THE CITY AREA TO OPERATE.

November 4, 2019

City of Red Deer

Attn: Kim Fils-Aimé

Dear Kim,

With regards to my comments regarding buildings in Riverside Light Industrial park that may no longer meet the requirements that industrial users are currently seeking as per your request some explanation is as follows:

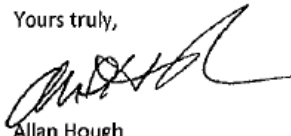
We have owned four different properties in Riverside Light Industrial Park. We recently sold one property (6213-46 Avenue) and currently own three properties in the area (6209-46 Avenue, 6013-48 Avenue, and 4770 Riverside Drive). Firstly, my comments are a result of discussions with realtors and potential tenants. The following is a summary that may not apply to all buildings in Riverside but does for many.

- Lot size and exterior yard space in Riverside is quite often smaller than what many industrial users are looking for. There can be a requirement to be able to turn around large trucks which limits the properties in the area that will work for potential tenants.
- Building Heights in Riverside are quite often too low for users requiring overhead cranes, newer buildings often have a roof height in excess of 20 feet which enables crane usage.
- Drive thru bays are often asked for from industrial users and there are not many in Riverside. In addition, overhead doors in newer buildings are often larger than may be typical in Riverside.
- Larger electrical service requirements or 600 volt power can be a requirement of industrial users. It is not typical in Riverside to have large main electrical services. It is possible to increase power for potential tenants; which we have done in the past but there are also substantial costs to do so.

The numerous currently available industrial properties in Edgar or other areas make it difficult for some of the buildings in Riverside to be attractive to an industrial user.

I am fully aware of the difficulty with the current economic situation in finding occupants for properties in all areas of Red Deer. We currently own properties not only in Riverside but also in Edgar, Northlands, 52 Avenue corridor, Golden West and Downtown. There are difficulties in all areas attracting tenants. As previously indicated our city has lost numerous businesses to the County of Red Deer in particular the Gasoline Alley District, where there certainly appears to be more flexibility with types of users allowed in an area.

Yours truly,



Allan Hough
Triple A Developments Ltd.
AH/bc

Appendix D

I1 Industrial (Business Service) District Regulations

City of Red Deer Land Use Bylaw 3357/2006

6.1 I1 Industrial (Business Service) District**I1****General Purpose**

¹The general purpose of this District is to provide for a limited range of light industrial, warehousing, storage, and industrial support services within the performance standards of section 6.5(2)(a), the operation of which do not create or emit noises, odours, dust, fumes or other factors which are regarded as nuisances. In addition, this district will provide for certain other businesses which are incompatible in commercial districts.

1. I1 Permitted and Discretionary Uses Table

(a) Permitted Uses	
(i)	Accessory buildings or uses excluding sales subject to section 3.5.
(ii)	Accessory sales related to manufacturing, processing, and/or distribution of any article.
(iii)	Accessory sales of used trucks, used automobiles and used holiday trailers, providing that collectively there are not more than three units for sale on the site at any one time.
(iv)	² Building Sign; and
(v)	³ Freestanding Sign.
(vi)	Industrial support services.
(vii)	⁴ DELETED
(viii)	Manufacture, processing, distribution, repair, servicing, and/or rental of any articles.
(ix)	Service stations.
(x)	⁵ Warehousing.
(xi)	⁶ Outdoor storage.
(b) Discretionary Uses	
(i)	Above ground storage tanks for motor fuel products including propane and used oil.
(ii)	Animal services.
(iii)	Auction marts (excluding livestock).
(iv)	⁷ Billboard Sign;

¹ 3357/N-2019² 3357/B-2018³ 3357/B-2018⁴ 3357/B-2018⁵ 3357/E-2006⁶ 3357/E-2006⁷ 3357/B-2018

City of Red Deer Land Use Bylaw 3357/2006

(b) Discretionary Uses *continued*

- (v) ¹DELETED
- (vi) ²DELETED
- (vii) ³Dynamic Fascia Sign; and
- (viii) ⁴Dynamic Freestanding Sign.
- (ix) Crematorium
- (x) Dangerous goods occupancy.
- (xi) Restaurant.
- (xii) ⁵Sale of large trucks over 10,000 Kg, Manufactured Homes, heavy construction equipment and machinery
- (xiii) Sale of horse, stock, and light flatdeck and cargo trailers.
- (xiv) ⁶DELETED
- (xv) Transportation, communication or utility facility.
- (xvi) ⁷Industrial trade schools (maximum capacity of 60 persons).
- (xvii) ⁸Accessory outdoor display or sale of goods
- (xviii) ⁹Pet Crematorium
- (xix) ¹⁰Alternative/Renewable Energy Facility on sites designated in an Eco Industrial Park Overlay District.
- (xx) ¹¹Uses that produce waste materials, outputs, or by-products that may be used as inputs for an industrial operation within the Eco Industrial Park Overlay District. This use does not include Cannabis Retail Sales.
- (xxi) ¹²Uses that may consume waste materials, outputs, or by-products that are produced by an industrial operation within an Eco Industrial Park Overlay District. This use does not include Cannabis Retail Sales.

2. II Industrial (Business Service) District Regulations**(a) Table 6.1 II Regulations**

Regulations	Requirements
Floor Area Minimum	n/a
Building Height	n/a

¹ 3357/G-2016, 3357/B-2018² 3357/G-2016, 3357/B-2018³ 3357/B-2018⁴ 3357/B-2018⁵ 3357/E-2016⁶ 3357/B-2018⁷ 3357/L-2011⁸ 3357/E-2006⁹ 3357/M-2008¹⁰ Correction 38¹¹ 3357/L-2018¹² 3357/L-2018

Regulations	Requirements
Maximum	
Front Yard Minimum	6.0 m, except Edgar Industrial Drive “and I1 ¹ zoned lands located within an Eco Industrial Park Overlay District” which is 9 m
Side Yard Minimum	6.0 m one side
Rear Yard Minimum	3.0 m
Landscaped Area	40 % of minimum front yard
Parking Spaces	Subject to section 3.1 and 3.2
Loading Space	Subject to section 3.7
Site Area Minimum	929.0 m ²
Frontage Minimum	22.0 m

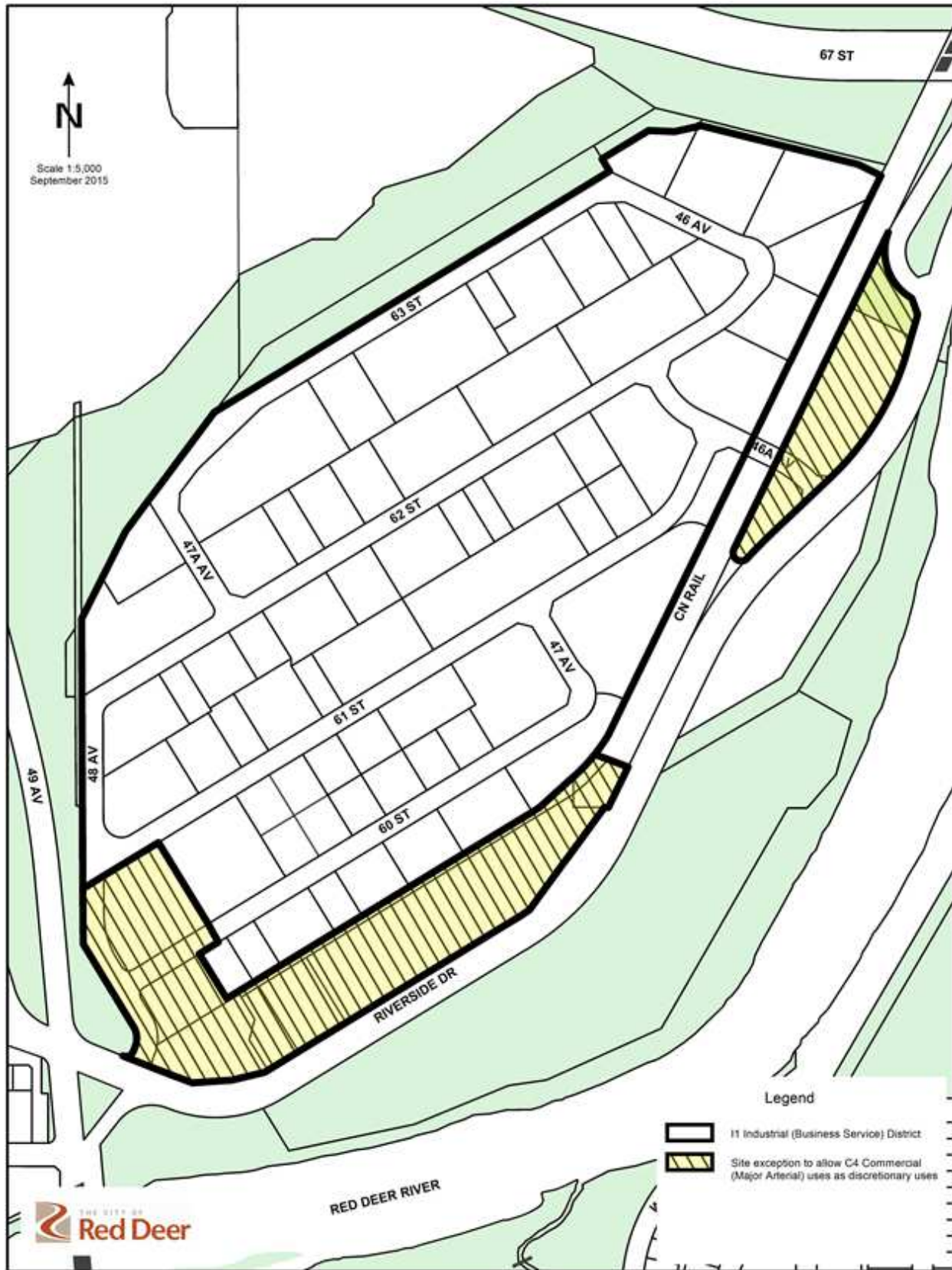
- (b) ²I1 District is subject to any applicable industrial regulations listed within section 6.5.
- (c) Notwithstanding section 6.1(2)(a) Table 6.1, buildings on properties abutting a major arterial or abutting a service road adjacent to a major arterial shall be constructed at least 18.0 m from the said arterial or service road. The building on Lot 10A, Block A, Plan 782 0258 (2404 - 50 Avenue) shall be exempted from this regulation, but shall have a minimum front yard setback of 15.0 m.

¹ 3357H-2014

² 3357/N-2019

Appendix E

2016 RLIA Study Rezoning Recommendation



Appendix F

Municipal Comparison

Municipality	District	General Purpose	Uses similar to new ICMU uses
Red Deer County	Business Service Industrial District (BSI)	To provide for business and service industrial uses that carry out their operations such that no nuisance is created or apparent outside an enclosed building and such that the district is compatible with any adjacent non-industrial use	Permitted <ul style="list-style-type: none"> - Commercial recreation facility - Industrial/commercial training facility - Office
Edmonton	(IB) Industrial Business Zone	The purpose of this Zone is to provide for industrial businesses that carry out their operations such that no nuisance is created or apparent outside an enclosed building and such that the Zone is compatible with any adjacent non-industrial Zone, and to accommodate limited, compatible non-industrial businesses. This Zone should normally be located on the periphery of industrial areas and adjacent to arterial or major collector roadways.	Discretionary <ul style="list-style-type: none"> - Commercial schools - Indoor Participant Recreation Services
Calgary		(a) locations on the perimeter of industrial areas, along major streets and expressways; (b) light industrial uses that	Permitted <ul style="list-style-type: none"> - Fitness Centre - Indoor Recreation Facility - Retail and Consumer Service

Municipality	District	General Purpose	Uses similar to new ICMU uses
		<p>are unlimited in size;</p> <p>(c) small scale commercial uses that are compatible with and complement light industrial uses;</p> <p>(d) controls to ensure that developments provide a transition between other land use districts and the Industrial – General District or between highly visible industrial parcels and the Industrial – General District;</p> <p>(e) setbacks, screening, landscaping and building design that addresses aesthetic concerns associated with highly visible locations; and</p> <p>(f) parcels located within 200.0 metres of a major street or expressway.</p>	<p>Discretionary</p> <ul style="list-style-type: none"> - Brewery, winery, distillery
Airdrie	IB-2, Industrial Employment District	The purpose of this district is to accommodate areas of concentrated manufacturing, fabrication, and other industrial uses. Development in this district is intended to	<p>Permitted</p> <ul style="list-style-type: none"> - Indoor Recreation, Limited <p>Discretionary</p> <ul style="list-style-type: none"> - Indoor Recreation,

Municipality	District	General Purpose	Uses similar to new ICMU uses
		limit the scope of commercial developments, which are intended to be secondary in nature and may be incorporated to serve district employees.	General - Office
Medicine Hat	Business Industrial District (I-B)	To create a transition area between commercial and industrial Districts in which commercial activities occur primarily indoors and do not create adverse impacts to other lands, while allowing for limited activity in outdoor areas.	Discretionary Uses - Recreation Facilities
St. Albert	Commercial and Industrial Service (CIS) Land Use District	The purpose of the Commercial and Industrial Service District is to provide an area for light industrial and commercial service uses.	Discretionary Use - Indoor Recreation Service

Appendix G

Bylaw 3357/M-2019

BYLAW NO. 3357/M – 2019

Being a Bylaw to amend Bylaw No. 3357/2006, the Land Use Bylaw.

COUNCIL OF THE CITY OF RED DEER, IN THE PROVINCE OF ALBERTA, AMENDS
BYLAW 3357/2006 AS FOLLOWS:

1. Section 1.3 is amended by adding the following definitions in alphabetical order:

Indoor Recreation Facility means a facility that has been specifically built or adapted for athletic, recreation or leisure activities requiring an industrial scale building.

Industrial/Commercial Training Facility means a development that provides the training of personnel in commercial businesses and/or industrial operations.

Supporting Merchandise Sales means a use where the sale of products produced and packaged on the premises takes place utilizing no more than 30% of the Gross Floor Area. Does not include Cannabis Retail Sales.

2. Section 1.4 is amended by adding the following in the order in which they appear in the bylaw:

IIB/AD Industrial (Business Service and Automobile Dealership) District

IC Industrial/Commercial (Mixed Use) District

3. Section 6.1 General Purpose is amended by deleting the number “6.5 (2)(a)” and replacing it with the number “6.6 subsection 2(a)”.
4. Section 6.1 subsection 2(b) is amended by deleting the number “6.5” and replacing it with the number “6.6”.
5. Section 6.2 General Purpose is amended by deleting the number “6.5 (2)(b)” and replacing it with the number “6.6 subsection 2(b)”.
6. Section 6.2 subsection 2(b) is amended by deleting the number “6.5” and replacing it with the number “6.6”.
7. Section 6.3 subsection 1(a)(xi)(7)(c) is amended as follows
 - § By deleting the numbers “6.5(2)” and replacing it with the numbers “6.6 subsection 2”
 - § By deleting the numbers “6.5(3)(a) and (b)” and replacing it with the numbers “6.6 subsection 3(a) and (b)”
8. Section 6.3 subsection 2 is amended by deleting the number “6.5” and replacing it with the number “6.6”.

9. Section 6.4 General Purpose is amended by deleting the number “6.5(2)(a)” and replacing it with the number “6.6 subsection 2(a)”.
10. Section 6.4 subsection 2(b) is amended by deleting the number “6.5” and replacing it with the number “6.6”.
11. Section 6.5 subsection 1(a) is deleted and replaced with the following:

“For Development within the IIA/BSR, IIB/AD, IC, II, and I2 Districts all Site Plans, the relationship between Buildings, Structures and open space, the architectural treatment of Buildings, the provision and architecture of landscaped open space, and the parking layout, shall be subject to the approval by the Development Authority.”
12. Section 6.5 subsection 2(a)(i)(7) is amended by deleting the number “6.5 (6)” and replacing it with the number “6.6 subsection 6”.
13. Section 6.5 subsection 3(b) is amended by deleting the number “6.5(2) and replacing it with the number “6.6 subsection 2”.
14. Section 6.5 General Industrial District Regulations is renumbered to Section 6.6 General Industrial District Regulations.
15. The following land use district is created and added as a new Section 6.5 of the Bylaw:

6.5 IC Industrial/Commercial (Mixed Use) District

General Purpose

The general purpose of the IC Industrial/ Commercial District is to allow for light industrial, commercial and recreational uses that are compatible and complementary to one another, the operation of which create or emit little to no noises, odours, dust, fumes or other factors which are regarded as nuisances. The IC District is intended for the Riverside Light Industrial area or other areas as identified in an area structure plan.

I. IC Permitted and Discretionary Uses Table

(a) Permitted Uses
<ul style="list-style-type: none"> (i) Any development legally existing or legally approved prior to the passing of Bylaw 3357/M-2019 (ii) Accessory buildings or uses (excluding sales) (iii) Accessory sales related to manufacturing, processing &/or distribution of any article (iv) Accessory sales of used trucks, automobiles, and used vehicles whose function is for recreation, providing that collectively there are not more than three units for sale on the site at any one time. (v) Building Sign

<ul style="list-style-type: none"> (vi) Freestanding Sign (vii) Industrial Support Services (viii) Manufacture, processing, distribution, repair, servicing, and/or rental of any articles (ix) Service Stations (x) Warehousing (xi) Outdoor Storage
(b) Discretionary Uses
<ul style="list-style-type: none"> (i) Any expansion and/or intensification of Development legally existing or legally approved prior to the passing of Bylaw 3357/M-2019 Above ground storage tanks for motor fuel products including propane and used oil. (ii) Animal Services (iii) Auction Marts (excluding livestock) (iv) Dynamic Fascia Sign (v) Dynamic Freestanding Sign (vi) Crematorium (vii) Dangerous goods occupancy (viii) Restaurant (ix) Sale of large trucks over 10,000 KG, Manufactured Homes, heavy construction equipment & machinery (x) Sale of horse, stock & light flat deck & cargo trailers (xi) Transportation, communication or utility facility (xii) Industrial Trade Schools (max. capacity of 60 persons)) (xiii) Accessory outdoor display or sale of goods (xiv) Pet Crematorium (xv) Indoor Recreation Facility (xvi) Industrial/Commercial Training Facility up to 929m² of the gross leasable area of the lot on which it is located (xvii) Microbrewery (xviii) Office up to 929m² of the gross leasable area of the lot on which it is located (xix) Supporting Merchandise Sales

2. IC Development Standards

(a) Table 6.5 IC Development Standards

Regulations	Requirements
Floor Area Minimum	n/a
Building Height Maximum	n/a
Front Yard Minimum	6.0 m
Side Yard Minimum	6.0 m
Rear Yard Minimum	3.0 m
Landscaped Area	40 % of minimum Front Yard
Parking Spaces	Subject to section 3.1 and 3.2
Loading Spaces	Subject to section 3.7
Site Area Minimum	929.0 m ²
Frontage Minimum	22.0 m

- (b) The IC District is subject to any applicable development standards listed within section 6.6 General Industrial District Regulations.
- (c) All Development shall meet the requirements of section 7.15 Major Entry Areas Overlay District.
- (d) Dynamic Signs shall not face a Major Corridor, as defined in section 7.15.2(b)

READ A FIRST TIME IN OPEN COUNCIL this day of 2019.

READ A SECOND TIME IN OPEN COUNCIL this day of 2019.

READ A THIRD TIME IN OPEN COUNCIL this day of 2019.

AND SIGNED BY THE MAYOR AND CITY CLERK this day of 2019.

MAYOR

CITY CLERK

Appendix H

Risk Assessment Legend

Likelihood	High (3)	Greater than 80%	Medium (3)	High (6)	High (9)
	Medium (2)	Between 20% and 80%	Low (2)	Medium (4)	High (6)
	Low (1)	Less than 20% and has not occurred in the past five years	Low (1)	Low (2)	Medium (3)
			Low (1)	Medium (2)	High (3)
			<ul style="list-style-type: none"> Action achieved and no impact on overall objectives 	<ul style="list-style-type: none"> Overall objective achieved Action partially achieved Some consequence for your group, BU or Department 	<ul style="list-style-type: none"> Inability to achieve action or objective Has consequential effect upon The City Negatively impacts your group, BU or Department capabilities in other areas
			Impact		



Council Decision – January 6, 2020

DATE: January 9, 2020
TO: Kimberly Fils-Aime, Senior Planner
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Land Use Bylaw Amendment 3357/M-2019
ICMU (Industrial/Commercial Mixed Use) District

Reference Report:

Legislative Services, dated January 6, 2020

Bylaw Readings:

At the Monday, January 6, 2020 Regular Council Meeting, Council gave second and third reading to the following Bylaw:

Bylaw 3357/M -2019 ((an amendment to the Land Use Bylaw to create a new mixed use district, the IC Industrial/Commercial (Mixed Use) District)

Report back to Council:

No.

Comments/Further Action:

Administration will update the bylaw and distribute in due course.

A handwritten signature in blue ink, appearing to read 'F. McDougall'.

Frieda McDougall
Manager

- c. Director of Planning Services
Planning Services Manager
Corporate Meeting Administrator



Council Decision – January 6, 2020

DATE: January 9, 2020
TO: Allan Seabrooke, City Manager
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: City Manager Update: Funding Agreement

Resolution:

At the Monday, January 6, 2020 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer, having considered the City Manager Update: Funding Agreement hereby endorses the recommendation as presented In Camera and hereby agrees that the contents of the report will remain confidential as protected under the Freedom of Information and Protection & Privacy Acts 24(1)(a) Advice from officials and FOIP 25(1)(c) Disclosure harmful to economic and other interests of a public body

Report back to Council:

As per the In Camera direction.

Comments/Further Action:

As per the In Camera direction.

A handwritten signature in blue ink, appearing to read 'Frieda McDougall'.

Frieda McDougall
Manager

FILE COPY



Council Decision – January 6, 2020

DATE: January 9, 2020
TO: Greg LeBlanc, HR Team Leader - Programs
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: MuniSERP Benefits

Reference Report:

Human Resources, dated January 6, 2020

Resolution:

At the Monday, January 6, 2020 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer, having considered MuniSERP Benefits hereby endorses the recommendation as presented In Camera and agrees that the contents of the report will remain confidential as protected under the Freedom of Information and Protection & Privacy Act. 24(1)(a).

Report back to Council:

As per the In Camera direction.

Comments/Further Action:

As per the In Camera direction.

A handwritten signature in blue ink, appearing to read 'F. McDougall'.

Frieda McDougall
Manager

c. Director of Human Resources



Council Decision – January 6, 2020

DATE: January 9, 2020
TO: Samantha Rodwell, Deputy City Clerk
FROM: Frieda McDougall, Legislative Services Manager
SUBJECT: Special Council Meeting

Reference Report:

Legislative Services, dated January 6, 2020

Resolution:

At the Monday, January 6, 2020 Regular Council Meeting, Council passed the following Resolution:

Resolved that Council of The City of Red Deer having considered the report from Legislative Services dated January 6, 2020 re: Request to set Special Council Meeting hereby agrees that a Special Council Meeting will be held on Tuesday, January 21, 2020 at 1:00 p.m. in Council Chambers to discuss the Policing Review.

Report back to Council:

No.

Comments/Further Action:

None.

A handwritten signature in blue ink, appearing to read 'F. McDougall'.

Frieda McDougall
Manager

c. Corporate Meeting Administrator