



COMMITTEE OF THE WHOLE MEETING AGENDA

Monday, January 16, 2023, 6:00 p.m.

3rd Floor - Council Chambers

315 Jespersen Ave

Spruce Grove, AB T7X 3E8

	Pages
1. <u>CALL TO ORDER</u>	
2. <u>AGENDA</u>	
3. <u>PRESENTATIONS</u>	
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4. <u>DELEGATIONS</u>	
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7. <u>CLOSED SESSION</u>	
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9. <u>ADJOURNMENT</u>	



REQUEST FOR DECISION

MEETING DATE: January 16, 2023

TITLE: Outstanding Achievement Presentation - Reid Schaefer

DIVISION: Community & Protective Services

SUMMARY:

In keeping with Policy 6,014 Outstanding Achievement, this presentation will recognize the efforts of Reid Schaefer at an international level at the International Ice Hockey Federation World Junior Championships that concluded in Halifax, Nova Scotia on January 5, 2023.

PROPOSED MOTION:

A motion is not required.

BACKGROUND / ANALYSIS:

The Outstanding Achievement Recognition Policy was developed to bring municipal recognition to Spruce Grove individuals, teams, groups, and organizations who have accomplished outstanding achievements in the fields of athletics, fine arts, academics, or cultural services at a provincial, national, or international level.

Finding himself on Team Canada's 2023 World Junior Hockey Team was something Reid had dreamt of as a child. Invitations to both the July and the December World Junior Selection Camp gave Reid the opportunity to go into camp and showcase his skills, physicality, and his relentless attitude. Upon making the team, Reid was aware that his role on Team Canada would be different from what he was used to with his WHL team, the Seattle Thunderbirds. The opportunity to wear the maple leaf jersey, represent Canada on Canadian ice, play in a sold-out arena, and win the gold medal are a great accomplishment and memories that will last forever.

Congratulations is extended to Reid on his amazing achievement and dedication to his sport.

OPTIONS / ALTERNATIVES:

n/a

CONSULTATION / ENGAGEMENT:

n/a

IMPLEMENTATION / COMMUNICATION:

n/a

IMPACTS:

n/a

FINANCIAL IMPLICATIONS:

n/a



Outstanding Achievement Recognition Application Form

The Outstanding Achievement Recognition Program has been established to bring Municipal recognition to Spruce Grove individuals/ teams/ groups and organizations who have accomplished outstanding achievements in the fields of athletics, fine arts, academics, and cultural activities. It provides and opportunity to celebrate the achievements, as a community, with pride.

Please direct inquires and application to:
City of Spruce Grove, Community & Protective Services Division
315 Jespersen Avenue, Spruce Grove, AB, T7X 3E8

1. **NAME OF INDIVIDUAL OR GROUP TO BE RECOGNIZED:**

Reid Schaefer

(If application is to be made for a group, use page 2 of this document)

Address: _____

Phone: (Home) _____ (Work) _____

2. **FOR TEAMS, PLEASE LIST:**

a) # of local participants (Spruce Grove Residents) _____

b) # of non local participants _____

3. **TYPES OF COMPETITION/ EVENT:**

Visual Arts Performing Arts Literary Arts Athletics Academics
 Other _____
(List type)

4. **NAME OF COMPETITION/ EVENT:** World Junior Championships

5. **LEVEL:** Provincial National International Invitational Junior Hockey
(List type)

6. **NAME OF ORGANIZATION WHICH SANCTIONS/RECOGNIZES EVENT:**
International Ice Hockey Federation Phone: _____

7. **PLACEMENT/AWARD RECEIVED:** Gold Medal

8. **DATE RECEIVED:** _____ **LOCATION:** _____

9. **CONTACT FOR FURTHER INFORMATION:** _____

Address: _____

Phone: (Home) _____ (Work) _____

E-mail Address: _____

Date: _____



REQUEST FOR DECISION

MEETING DATE: January 16, 2023

TITLE: Shared E-Scooter Program

DIVISION: City Manager's Office

SUMMARY:

Bird Canada has approached the City about establishing a shared e-scooter program in Spruce Grove. For this to happen, there would need to be several changes to the Traffic Bylaw. This agenda item is intended to familiarize Council with an e-scooter program and allow Bird Canada an opportunity to inform Council of the e-scooter model. There is no decision on the e-scooter program required at this time.

PROPOSED MOTION:

THAT the e-scooter proposal from Bird Canada Inc. be referred to Administration for review in conjunction with feedback from Committee and that Administration return to Council with recommendations including any required Traffic Bylaw amendments.

BACKGROUND / ANALYSIS:

Bird Canada has approached the City with a proposal to set up a shared e-scooter business in Spruce Grove. Shared e-scooters have become an increasingly popular micro mobility option in many municipalities across Canada. They typically operate from April to October although some municipalities allow year-round use.

Alberta Traffic Safety Act

An exemption is required as e-scooters are not registerable vehicles as defined by the Alberta *Traffic Safety Act* (the "Act"). Bird Canada has already received exemption from the Province to operate e-scooters in a manner not otherwise permitted under the Act. If Bird Canada were to receive permission from the municipality to operate in Spruce Grove, Bird will notify the Registrar of Motor Vehicles to have the City of Spruce Grove added to the exemption.

Documentation must be provided verifying municipal support for each municipality that the applicant is operating within. Bird Canada already holds permits to operate in Edmonton, Calgary, Airdrie, Red Deer, Okotoks, St. Albert, Leduc, and Medicine Hat. The permit holder must ensure that the e-scooters are being used in accordance with all the rules issued by the local municipality and the conditions contained in the Provincial exemption (copy attached).

Spruce Grove Traffic Bylaw

The proposal from Bird Canada would require several amendments to the City's Traffic Bylaw. These amendments would require that a rental e-scooter business adhere to any permit issued by the Province of Alberta and that no person shall operate an e-scooter on public property unless in accordance with all authorizations, rules, regulations, or policies enacted by the City.

The City will have to put rules in place for the operation of Bird Canada e-scooters. These don't have to be specified in the bylaw but would take the form of an operating agreement between the City and Bird Canada.

Some Key Considerations

There is no intent to decide at this meeting of Committee on the merits of the Bird Canada e-scooter proposal but simply provide Council with information about shared e-scooters and set out some of the key considerations. Mr. Chris Schafer from Bird Canada will be making a presentation on the proposal and will be able to respond to any questions.

Following are considerations for Committee:

1. Municipalities usually start by allowing operations on a pilot basis (one or two years) and then assess whether to continue and if so, amending any conditions where needed. Pilot trials are typically sole source and if successful, the municipality can decide to implement a competitive process to secure an operator(s) for a longer-term agreement.
2. A key parameter is whether shared e-scooters should be limited to operating on sidewalks and trails only or on roadways and trails only or no limitations. Most municipalities limit shared e-scooters to roadways (usually defined as local and collector roads) and trails. Red Deer and St. Albert limit them to sidewalks and trails only, while Calgary has no limitations. Following is a table showing where municipalities with shared e-scooter programs permit e-scooters to operate.

Municipality	Roads	Sidewalks	Pathways/Trails
Edmonton	YES	NO	YES
Calgary	YES	YES	YES
Ottawa	YES	NO	NO
Windsor	YES	NO	YES
Airdrie	YES	YES	YES
Leduc	YES	YES	YES
Medicine Hat	YES	NO	YES
Okotoks	YES	YES	YES
Red Deer	NO	YES	YES
St. Albert	NO	YES	YES

3. Where should shared e-scooters be allowed to operate? They can be “geo-fenced” where there are defined “no-go” or “go-slow” zones and the e-scooter powers down. For example, the City Centre could be “geo-fenced” during construction and then accessible on completion. Areas can also be “geo-fenced” as a “no-park” zone to prevent riders from being able to end a trip in a certain area(s) of the permitted operating area for shared e-scooters. The “no-go”, “go-slow”, and “no-park” zones would be set out in the operating agreement between Bird Canada and the City.

4. Incidence of Accidents - under the Province of Alberta certificate, the permit-holder must provide data to the Registrar of Motor Vehicle Services on safety and mechanical incidents for every operational month, and within 24 hours for serious injuries and property damage more than \$2,000. Bird Canada has not encountered any incidents since startup of operations in Alberta in 2019 that would require reporting under this clause.

Administration followed up with several municipalities in Alberta which permit the operation of shared e-scooters to check on their experience to date:

- St. Albert - throughout the pilot (September 2021 - October 2022), there were no reported serious injuries, accidents, or property damage involving e-scooters.

- Red Deer - after the first year in 2021, Red Deer conducted a survey with 1728 respondents. One question asked was related to injuries. Most of what was reported (under 2 per cent) was for minor scratches or bruises. They had no reports of serious injury or property damage because of e-scooters.

Safety studies show the risk profile of e-scooters is akin to bicycles. No deaths from shared e-scooters have been reported in Canada to riders or pedestrians. An Organization for Economic Cooperation & Development report states that “a road fatality is not significantly more likely when using a standing e-scooter rather than a bicycle. The risk of an emergency department visit for an e-scooter rider is like that for cyclists.”

<i>Mode</i>	<i>Injury Rate (Emergency Room Visits)</i>	
<i>E-scooter</i>	8 – 25 per 100,000 trips	.01% - .03%
<i>Bicycle</i>	11 – 18 per 100,000 trips	.01% - .02%

Source: Safe Micromobility, OECD International Transport Forum, 2020

- In terms of liability protection, the City would want to ensure in its agreement with Bird Canada that it receives full indemnity from Bird Canada for any causes of action (injury or damage) arising from the operation of a shared e-scooter. Bird Canada would be required to obtain general liability insurance in an appropriate amount and have the City named as an additional insured.

OPTIONS / ALTERNATIVES:

Defer further consideration of e-scooters.

CONSULTATION / ENGAGEMENT:

The proposed shared e-scooter program was presented to the Community Road Safety Advisory Committee (CRSAC) on November 16, 2022. The CRSAC was divided with two members present opposing the program and three members present supporting a pilot program.

The main concern shared was regarding e-scooters being left in un-designated areas along streets, sidewalks, and pathways, or on private property. It was explained that Bird Canada has measures in place to reduce “littering” of e-scooters including geo-fencing, in-app education, ability to find/suspend/ban riders, and an on the ground response team that can respond quickly to abandoned e-scooters. The committee also provided input as to where e-scooters might operate and ensuring safety considerations be included in any operating agreement. They also commented in regards to the length of the pilot program and their recommendation to only have it for one year.

If Council and the City proceed with a pilot program the committee also asked that their input be sought related to the pilot program prior to any decision on it becoming permanent.

IMPLEMENTATION / COMMUNICATION:

Municipalities usually start by allowing operations on a pilot basis (one or two years) and then assess whether to continue and if so, amending any conditions where needed. Pilot trials are typically sole source and if successful, the municipality can decide to implement a competitive process to secure an operator(s) for a longer-term agreement.

IMPACTS:

A shared e-scooter program creates another micro mobility option for residents and visitors. It is an increasingly popular transportation option which has been enabled in many municipalities across Canada including Alberta. This option is affordable and environmentally friendly.

It is important that the company permitted to operate a shared e-scooter business be held accountable to the conditions set out in the operating agreement with the City.

FINANCIAL IMPLICATIONS:

Assuming that a pilot shared e-scooter program is successful, the City could consider charging an administrative fee that could be used to designate "Share & Go" Parking Zones and any other expenses incurred by the City.

Bird Canada FAQs

What is the minimum age requirement to ride a shared e-scooter?

A person must be 16 years old.

If someone does not drop the e-scooter off in a designated drop off zone, what happens?

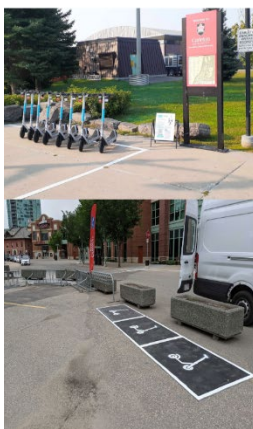
In the cities in which we operate, the common model of the e-scooter program is to permit "street furniture" zone parking where available for the deployment of e-scooters and parking by riders. Street furniture zone parking is the area of the sidewalks where there are park benches, lamp poles, newspaper boxes -- areas that don't interfere with pedestrians walking on sidewalks.

Municipalities have layered on top of this model designated parking (drop off zones) as supplementary to the general street furniture zone parking model to provide riders an additional real-world area to park, particularly in highly pedestrian areas of the municipality where proper/compliant parking may be more challenging for riders. Examples of this designated parking are below (painted boxes on sidewalk or street or elsewhere with or without bollards) or parking mats that are easily moveable (bottom left photo). Again, these physical real world designated parking spots are not mandatory but additional or supplementary to street furniture zone parking. Riders can use these designated parking spots but they are not mandatory; they are supplementary as an additional parking option in key areas of the operating zone for e-scooters within a municipality.

As such, if a rider does not use one of the designated parking spots, nothing happens per se as they may have opted to use the street furniture zone to park instead. Where there are particular challenging areas, we can create a no park zone that would not enable a rider to park in that particular area. If the rider attempted to end a ride in a no park zone, they would get a notification on the e-scooter screen and in-app on their smartphone letting them know they are unable to end a ride and if they simply abandoned their e-scooter, their credit card would continue to get charged which creates a financial disincentive to park in a no-park zone. In the rare instance of when a rider does not care about the financial hit to their credit card from abandoning an e-scooter in a no-park zone, our back-end tech would notify us of an "abandoned" e-scooter in a no-park zone and our on the ground team in the operating zone of the municipality would go and retrieve the e-scooter and deploy it in a permitted area - either the street furniture zone or a designated parking spot.



Parking Concerns



Municipalities across Canada permit street furniture zone parking (areas of the sidewalk that do not block the pedestrian thoroughfare).

Canadian municipalities have then subsequently "layered" on or added additional parking options to the general "street furniture" parking model.

E-scooter riders can still park in the street furniture zone of sidewalks but in key areas of the City, additional parking options exist to improve proper parking outcomes.

Images of parking for e-scooters in Canadian cities: street furniture zone parking, painted box with/without bollards on sidewalk/road, and a moveable mat for e-scooter parking



How does Bird handle 'littering' of these e-scooters? Are they found through the GPS system attached to each scooter?

"Littering" of e-scooters is simply not an issue in the municipalities in which we operate. This is because of our on the ground team in the municipality managing the e-scooter program, geo-fencing technology that creates no ride and/or no park zones in certain areas of the operating zone, etc.

Our backend system knows where every e-scooter is in our fleet at all times through various technologies including GPS. Even if a properly parked e-scooter is subject to an unauthorized move (when someone picks up an e-scooter and moves it but doesn't rent it through the proper means) our e-scooter will make it hard for this person to move the e-scooter (wheels won't turn properly) and it will beep. The e-scooter will ping its location to us regularly even when it's subject to an unauthorized move which allows us to locate and retrieve the e-scooter. When the battery dies, the e-scooter will ping its last known location.

How quickly does Bird come to pick up misplaced e-scooters? From yards, sidewalks etc?

Most municipal e-scooter programs provide for a mandated one hour response time by an e-scooter company to respond to issues like a misparked e-scooter. On average, Bird Canada responds in 15 minutes or less to these issues as documented by city staff in other municipalities.

When someone drops a scooter off in a designated drop off zone, are they to take a picture to send as proof?

Bird Canada always requires a rider to take an end of ride photo on every trip. The app initiates this process as a default - a rider can't end their ride until the photo is submitted. This enables us to hold riders accountable for their parking.

The unique identifier # on the neck of our e-scooters (otherwise known as the "licence plate") also enables us to hold riders accountable because riders are not anonymous when riding an e-scooter.

Bird Canada issues additional follow up education to riders and for particularly egregious riding and/or parking, we can ban riders (we ban their smartphone device so that they are unable to sign up to ride under a different email address).

If someone repetitively misuses or litters e-scooters, their credit card is flagged and no longer useable correct?

If a rider conducts riding or parking in an egregious manner, we simply ban the rider. We ban their smartphone device so they simply cannot sign up with another email address and ride again.

Also, if someone litters a scooter, and walks away, does their credit card continue to get charged?

As I noted above, as an example, if a rider attempted to end a ride in a geo-fenced no park zone, they would get a notification on the e-scooter screen and in-app on their smartphone letting them know they are unable to end a ride and if they simply abandoned their e-scooter, their credit card would continue to get charged which creates a financial disincentive to park in a no-park zone.

In the rare instance of when a rider does not care about the financial hit to their credit card from abandoning an e-scooter in a no-park zone, our back-end tech would notify us of an "abandoned" e-scooter in a no-park zone and our on the ground team in the operating zone of the municipality would

go and retrieve the e-scooter and deploy it to a permitted area - either the street furniture zone or a designated parking spot if they exist.

What is the cost of an e-scooter?

I assume you mean here the cost to the rider renting the e-scooter. It can vary slightly between municipalities. Subject to change, the standard rate is \$1.15 to unlock, plus a per minute fee of \$0.35. We have ride passes that riders can purchase to get discounts if they ride more frequently.

How many people get hurt on these things – any serious claims?

The data is that shared e-scooters are generally on par with the safety of bicycles. In Kelowna, in November 2021, their e-scooter program reported: "The research concluded that "the risk of an emergency department visit for an e-scooter rider is similar to that for cyclists". The injury rates that we are seeing for e-scooter riders (0.025%) and bicyclists (0.01%) in Kelowna in 2021 are on par with the average injury rate ranges presented for these modes around the world":

Mode	Injury Rate (Emergency Room Visits)	
E-scooter	8 – 25 per 100,000 trips	.01% - .03%
Bicycle	11 – 18 per 100,000 trips	.01% - .02%

Source: Safe Micromobility, OECD International Transport Forum, 2020

E-scooter Safety

"A road fatality is not significantly more likely when using a shared standing e-scooter rather than a bicycle. The risk of an emergency department visit for an e-scooter rider is similar to that for cyclists." ~ OECD Int'l Transport Forum



The Island of Montreal saw 4 light injuries from electric scooters between Aug 13th and Nov 15, 2019 out of 226,000 rides whereas e-bikes saw 360 injuries out of a significantly smaller 146,000 rides.



Table 4: **AHS** Data on Number of Transportation Injuries Requiring an Ambulance

Type	2019 (July 8 to October 31)				2020 (May 22 to September 30)			
	E-Scooter	Bicycle	Vehicle	Motorcycle	E-Scooter	Bicycle	Vehicle	Motorcycle
Emergency	33	197	502	103	42 ¹	464	617	166
ICU	0	4	17	3	0	3	11	5
Fatality ²	0	1	3	0	0	3	4	1
Surgery	8	33	51	35	24	109	79	57

Ottawa

To date, staff are aware of reports of seven minor injuries caused by e-scooter falls or collisions. These reports are from a combination of residents emailing staff, riders reporting injuries to e-scooter operators and OPS contacting staff. This represents an injury rate of 0.003 per cent.



¹ There were an additional 25 e-Scooter injuries requiring EMS that did not contain detailed patient records in 2020.
² Fatality numbers do not include those who died on site. There were no e-Scooter fatalities.

If someone gets hurt (mowed down on a sidewalk) by an e-scooter rider, is any claim handled solely by Bird? Any impact to the City?

Generally speaking, as is the case with issues that span a range across the spectrum in any municipality, given the "deep pockets" of a municipality, it is common for the municipality to always be named in any lawsuit regardless of culpability. This is why municipalities have municipal insurance pools.

With that said, municipal e-scooter programs generally have indemnity provisions that reduce exposure for the municipal corporation except for things that are within their control such as potholes (an e-scooter company cannot legally fix potholes or pave roads). Below is the indemnity clause from Edmonton:

12.02 The Licensee shall:

- (a) be liable to the City for, and
- (b) indemnify and save harmless the City, its servants, agents and employees from and against; any and all losses, liabilities, claims, suits, actions, demands, expenses, damages and costs (and without limiting the generality of the foregoing, including solicitor and client costs) which may be brought or made against the City or which the City may pay or incur and which arise out of or in connection with:
 - (i) any of the rights, licences or privileges granted to the Licensee pursuant to this Agreement, including the Work;
 - (ii) any breach, violation or non-performance of any covenant, condition or agreement in this Agreement to be fulfilled, kept, observed or performed by the Licensee;
 - (iii) any damage to any property or injury to a person or persons, including death resulting at any time therefrom, occasioned by the use of the MROW by the Licensee, its Users, servants, agents, employees or licensees;
 - (iv) any damage to any property or injury to a person or persons, including death resulting at any time therefrom, arising from the escape, discharge or release of any Hazardous Substances,

occasioned by the use of the MROW by the Licensee, its Users, servants, agents, employees or licensees;

excepting such losses, liabilities, claims, suits, actions, demands, expenses, damages and costs arising from the negligence of the City, its servants, agents or employees.

PURSUANT TO THE AUTHORITY VESTED IN THE REGISTRAR UNDER THE PROVISIONS OF THE TRAFFIC SAFETY ACT, PERMISSION IS HEREBY GRANTED TO:

BIRD CANADA INCOPORATED
Canada Trust Tower, Brookfield Place
Suite 2300
161 Bay Street
Toronto, Ontario, M5J 2S1

Requested By: Schafer, Chris
Permit Effective Date: May 26, 2022
Permit Expiry Date: May 25, 2023

Issued On: April 01, 2022 at 10:40 AM
Last Revised On: May 25, 2022 at 16:15 PM
Issued By: Carrier and Vehicle Safety Branch

Permit Type: Operation of rental E-scooters

This permit authorizes the operation of "E-scooter".

"E-scooter" means a two-wheeled device that has handlebar, has a floorboard that is designed to be stood upon when riding and is powered by an electric motor.

Pursuant to Section 62 of the Traffic Safety Act, and section 40 of Alberta's Commercial Vehicle Safety Regulation, this permit authorizes the customers or authorized representative of the Permit Holder to operate the "E-scooter" in a manner not otherwise permitted under the Act specifically related to:

- o Requirement for operator's licence for the operator, per section 51 of Alberta's Traffic Safety Act.
- o Requirement for motor vehicle registration, per section 52 of Alberta's Traffic Safety Act.
- o Requirement for motor vehicle insurance, per section 54 of Alberta's Traffic Safety Act.
- o Requirement for cycle safety helmet, per section 107 of Alberta's Vehicle Equipment Regulation.
- o Requirement for bicycle safety helmet, per section 111 of Alberta's Vehicle Equipment Regulation.
- o Requirement for slow moving vehicle sign, per section 3 of Alberta's Commercial Vehicle Safety Regulation.
- o Requirement for flashing lamps, per section 24 of Alberta's Vehicle Equipment Regulation

Total Fee: \$55.00

THIS IS NOT AN INVOICE.
THIS IS A COPY FOR YOUR RECORDS

Conditions:

- * The holder of this exemption is required to comply with the following conditions:
 - 1) This permit is valid for the operation of rental e-scooters operating within the following jurisdictions:
 - Edmonton
 - Calgary
 - Red Deer
 - Okotoks
 - St. Albert
 - Leduc
 - Medicine Hat
 - 2) Documentation verifying municipal support must be provided to Alberta Transportation for each municipality the permit holder is operating within. The holder must ensure the e-scooters are being used in accordance with all the rules issued by the local municipality.

- 3) The holder must ensure that the minimum age of the authorized rider is 16, or the higher minimum age prescribed by the local municipality or holder's company policy.
- 4) The holder must maintain an insurance policy as required by local municipality.
- 5) The e-scooter must be owned, and maintained by the exemption holder. The permit holder must utilize a maintenance checklist and proper maintenance checks should be performed regularly.
- 6) The e-scooter must be equipped with a horn or bell.
- 7) The e-scooter must be equipped with a forward-facing headlamp at the front, which illuminates the roadway during darkness.
- 8) The e-scooter must be equipped with a rearward-facing tail lamp at the rear, a rearward facing brake lamp at the rear, and reflectors or retro-reflective surfaces to alert the presence of the e-scooter.
- 9) The functions of the tail lamp and the brake lamp may be integrated into one rearward-facing lamp, which may flash when brakes are engaged.
- 10) The holder must ensure that the e-scooter is operated at an appropriate speed.
- 11) The holder must ensure the e-scooter is equipped with an adequate braking system.
- 12) For every operational month, the permit holder must provide aggregated data to Alberta Transportation in a manner which does not breach individual privacy. The data must be provided within 10 days from the end of the month by e-mail to trans.exemptions@gov.ab.ca. The data must include, but is not limited to:
 - Mechanical incidents
 - Safety incidents: date, time, location of incident, and brief description*The Registrar may request assistance from the exemption holder to interpret the data
- 13) All collisions involving fatalities, serious injuries or property damage in excess of \$2,000 shall be reported to the Registrar within 24 hours of the incident, and all reporting to the Registrar must be made via e-mail to the trans.exemptions@gov.ab.ca.
- 14) The Registrar may amend, suspend or cancel this exemption at any time.



Director, Permitting & Approvals

Alberta Transportation, Central Permit Office

Phone: 1-800-662-7138

Hello, Spruce Grove

About Bird Canada

Bird Canada Inc. is a “first kilometre / last kilometre” electric scooter and bike sharing company dedicated to bringing affordable, environmentally friendly transportation solutions to Canadian municipalities.

We are a Canadian owned and operated venture that provides—in conjunction with Bird Rides Inc. in the United States—electric scooter and bike sharing programs globally.

Bird is in over 350 cities worldwide. In Canada, we are currently active in 7 cities across Alberta and Ontario. We are excited to launch in several new cities across Canada in 2022.

Calgary
Edmonton
Okotoks
Red Deer
St. Albert
Ottawa
Windsor
Medicine Hat
Leduc



Introducing Bird Three

Battery	36 V, 21.0 Ah 10S6P
Charge Time	5.8 hrs
Range	35 miles
Braking	Regen; Drum (front), disc (r)
Wheels	10" pneumatic
Top Speed	15 mph
Dimensions	47.7 in. x 19.3 in. x 46.8 in.
Lights	Front / Rear LEDs

Throttle-Brake Interlock
Automatic safety actions to protect against accidentally holding the throttle.

Dual Wiper Throttle
Automotive-grade functional safety and guaranteeing absolute speed-control accuracy

Enhanced Lighting

Anti-Theft Encryption
Enhanced encryption keeps our riders safe and helps deter theft

Autonomous Damage Sensors
Self-reporting damage sensors and automotive-inspired diagnostic technology

Status Indicator

Dynamic Stability Control Steering (DSCS)

Stabilizes out-of-control, sudden or erratic movements, guards against unsafe turns or over-corrections.

Seamless Screws

Protection against injury and theft with no exposed screws

Puncture-Proof Tires

10" tires feature puncture-proof tech, higher traction, and decreased vibration.

Skid Detection

Only vehicle with skid detection technology to prevent improper riding behavior.

Performance

A rear motor gives Bird Three faster acceleration and more control in critical situations.

Industry's Longest-Lasting Battery

Automotive-grade battery management system. Largest, safest, only operator with IP68 integrated battery

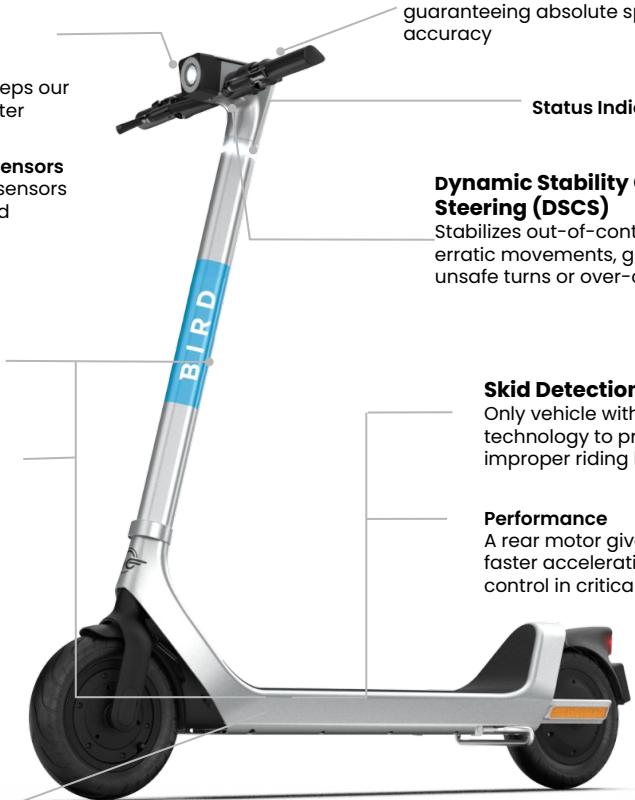
Tip Detection Technology

Anti-Tip Kick Stand

With a dual anti-tipping kickstand, this Bird stands on its own two feet.

Performance

AEB brings the vehicle to a stop in the event of a brake failure.



Calgary

1-in-3 Calgary e-scooter trips replaced a trip with a car: report

E-scooters are bringing more Red Deerians downtown, say business owners

Restaurants have seen a boost in business

‘This is one of those things that gives us a bit of cool’: E-scooters are on a roll in Ottawa



RED DEER ADVOCATE

TORONTO STAR

Calgary E-scooter Highlights

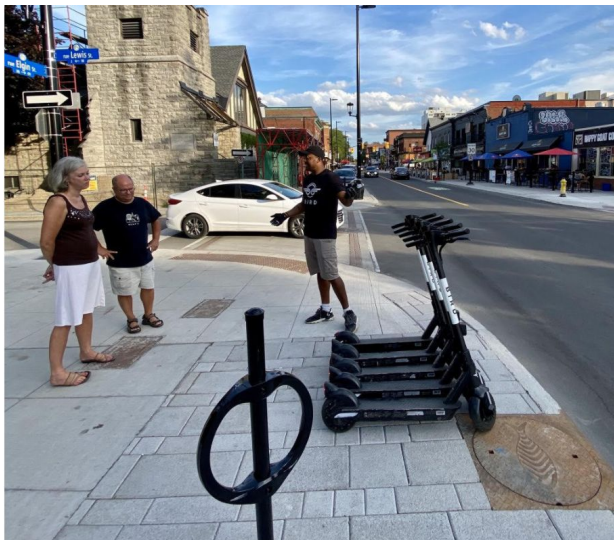


City staff reported:

- 1.9 million trips and over 200,000 unique users were recorded during the two-year shared e-Bike and e-Scooter pilot that ran from October 2018 to October 2020.
- 1 in 3 e-scooter trips replaced a trip by automobile.
- >50% of trips by e-scooter ended in a BIA or BRZ (Business Revitalization Zone).

Calgary City Council recently voted to make their 2-year e-scooter pilot permanent.

Ottawa E-scooter Pilot Highlights



Environment

- 27% indicated that they chose to use an e-scooter to reduce GHG emissions
- Reduction in GHG emissions: 46% reported driving less and 33% reported travelling less as a car passenger.

Economic Impact

- 48% of e-scooter trips started in a BIA and 45% ended in a BIA, bringing residents to local businesses and supporting Ottawa's economic recovery during COVID-19.
- Of the 34% of e-scooter riders who visited a local business and the 33% who visited a local restaurant:
 - 6% reported spending more than \$100 on a typical visit
 - 18% spent between \$51 and \$100
 - 36% spent between \$21 and \$50.

Tourism

- E-scooters appear to also support tourism in Ottawa: residents reported that e-scooters motivated them to take more local trips to see the sites.

Smart Geofencing



Geo-zone technology

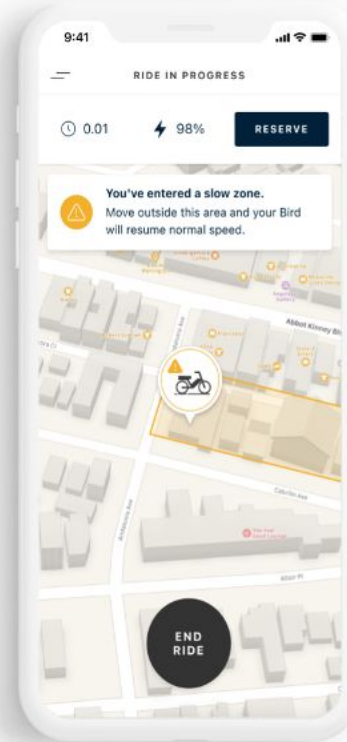
All vehicles are tracked with GPS.

When riders enter a designated geo-zone, vehicles follow set rules.

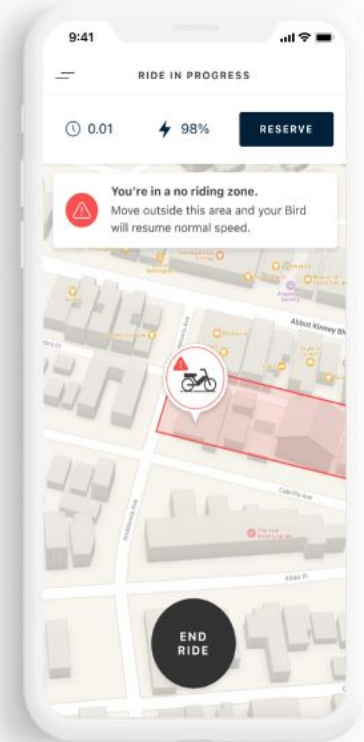
Vehicles will slow down or stop, and riders are notified by a vehicle sound and an in-app notification.

*Most Canadian cities have set scooters to a maximum of 20 km/h and slow down zones for highly pedestrianized areas of the City are generally set at 15 km/h.

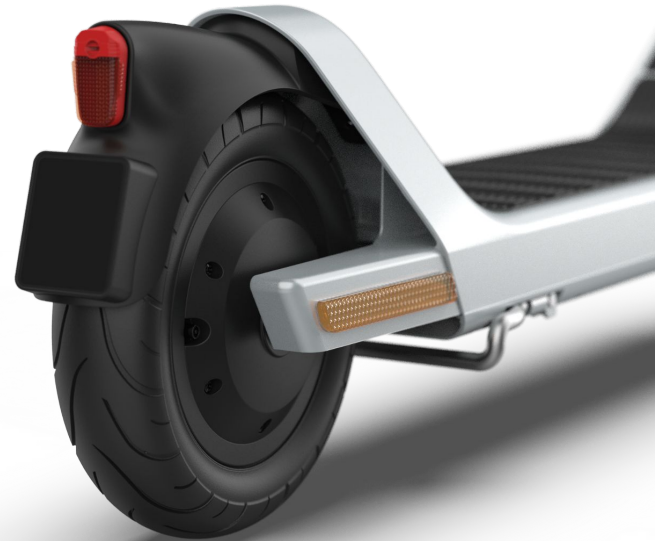
Slow Zone

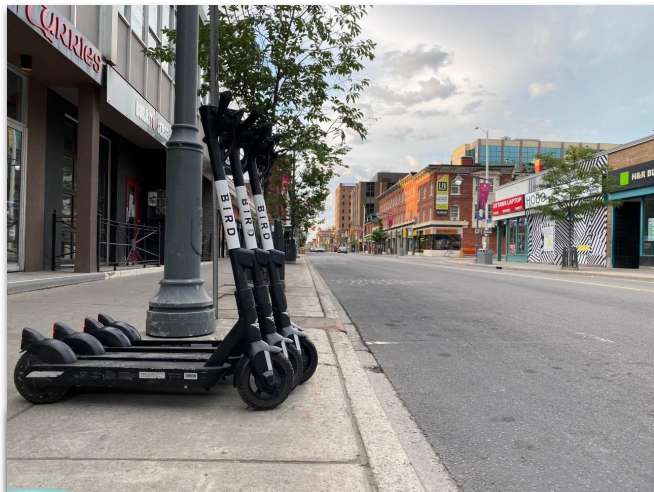


No Ride Zone and/or No Park Zone



Parking Strategies





Municipalities across Canada permit street furniture zone parking (areas of the sidewalk that do not block the pedestrian thoroughfare).

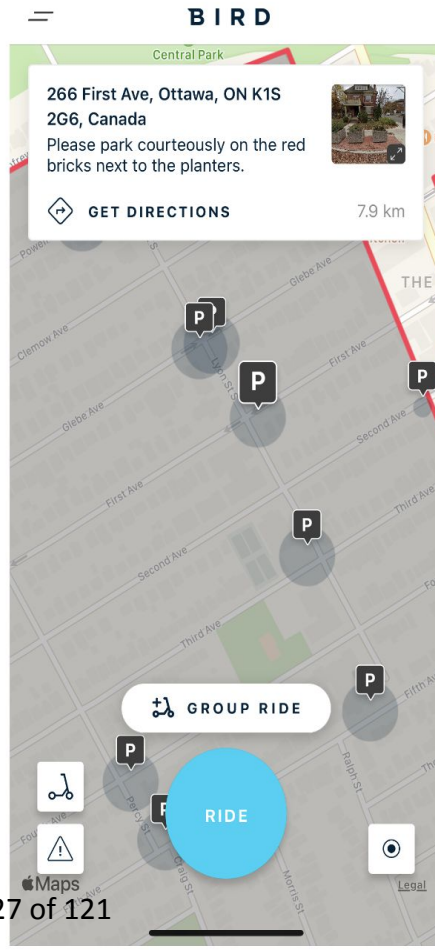
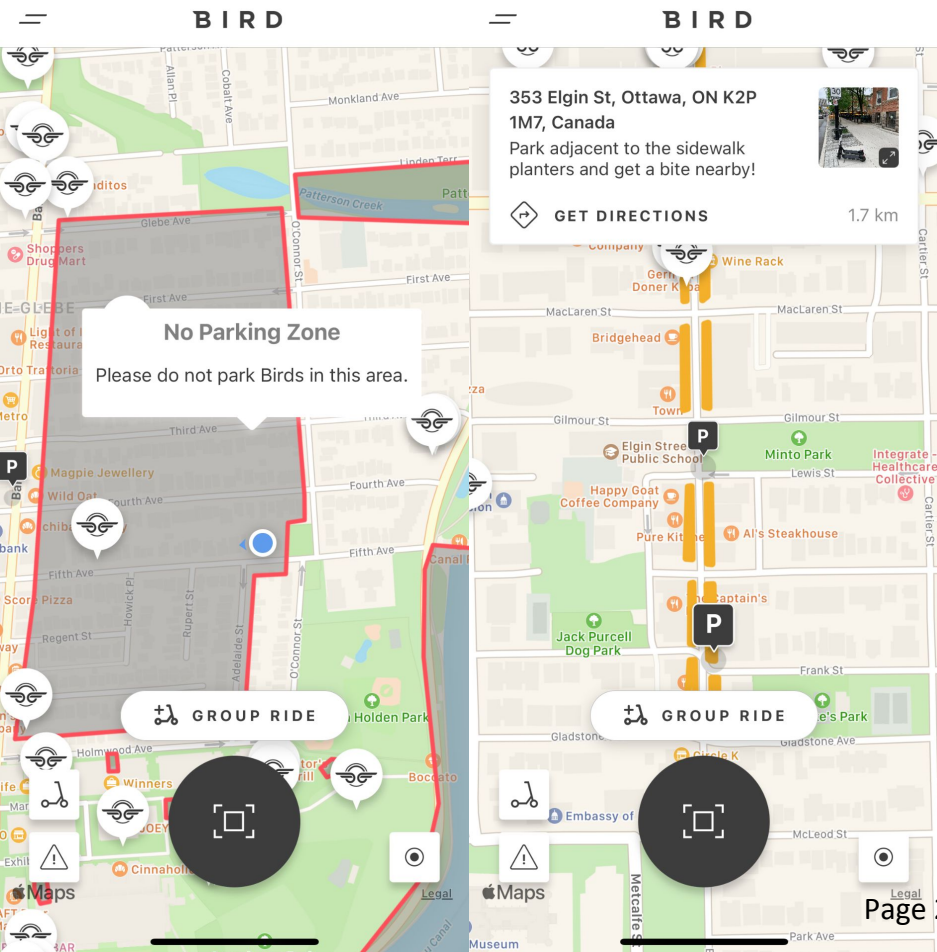
Canadian municipalities have then subsequently "layered" on or added additional parking options to the general "street furniture" parking model.

E-scooter riders can still park in the street furniture zone of sidewalks but in key areas of the City, additional parking options exist to improve proper parking outcomes.



Images of parking for e-scooters in Canadian cities: street furniture zone parking, painted box with/without bollards or sidewalk for and a moveable mat for e-scooter parking





No Parking Zones + Preferred Parking

Preferred parking spots have no physical infrastructure but can be added to e-scooter company apps to direct riders to park in "preferred" areas of the City.

These preferred parking spots are not mandatory for a rider to use but supplementary to permitted street furniture zone parking - they are designed to assist riders make better parking decisions in key areas of a city and can be incentivized to encourage use through credit on a future trip.

Screenshots of images from e-scooter company app showing no parking zone, and preferred parking spots shown in app with "P"

E-scooter Rider / Public Education



Calgary

Uniformed Bird Canada staff physically patrols on foot key areas of the City identified in collaboration with City staff. To date, **Bird Canada's Safe Streets Team** has had thousands of conversations and interactions with local riders to educate them on local rules in cities in which we operate.

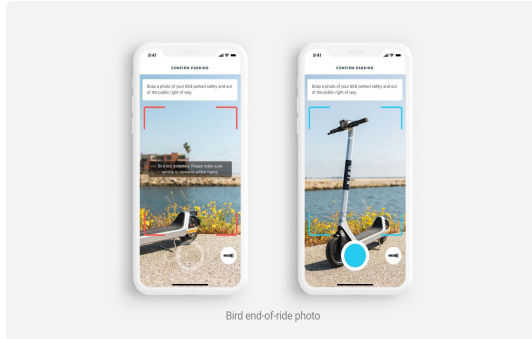
- ✓ Providing residents an opportunity to test ride an e-scooter at no cost
- ✓ Educating residents on safe and responsible riding including local rules like no sidewalk riding in Ottawa
- ✓ Free helmets given away to local residents



Ottawa

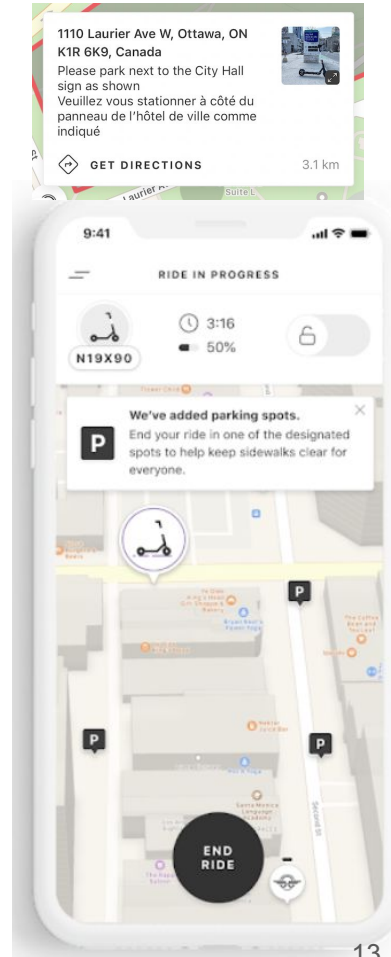


Parking of e-scooters



Ottawa

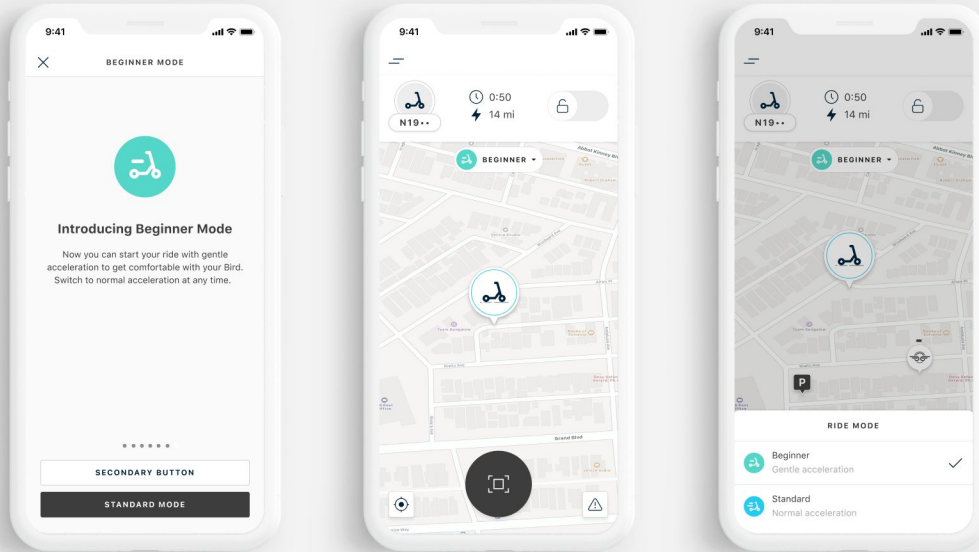
- ✓ In-app rider education
- ✓ Safe Street Patrols by Bird Canada staff
- ✓ “Preferred Parking” spots with incentives (these are located digitally in-app with instructions for how to locate and park with financial incentive to encourage good parking)
- ✓ Some cities provide supplemental Designated Parking spots that are located throughout the City (i.e. painted box, mat, etc.).
- ✓ End of Ride photos
- ✓ “License Plates”
- ✓ Geo-fencing for no-park zones
- ✓ Warnings, fines, suspensions by Bird Canada for misparking.





Safety First

Beginner Mode



Bird Beginner Mode



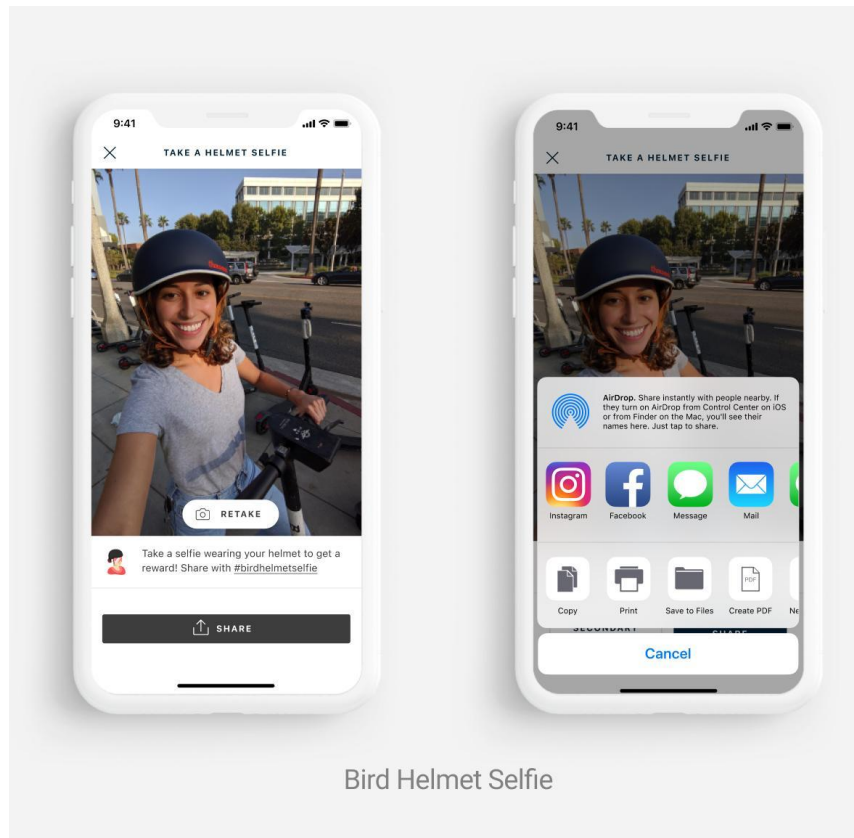
Beginner Mode automatically **softens** a Bird scooter's acceleration, allowing riders to **slowly work their way up** to full speed.

This can be mandated for first # of rides and at a lower maximum speed.

Helmet Selfies

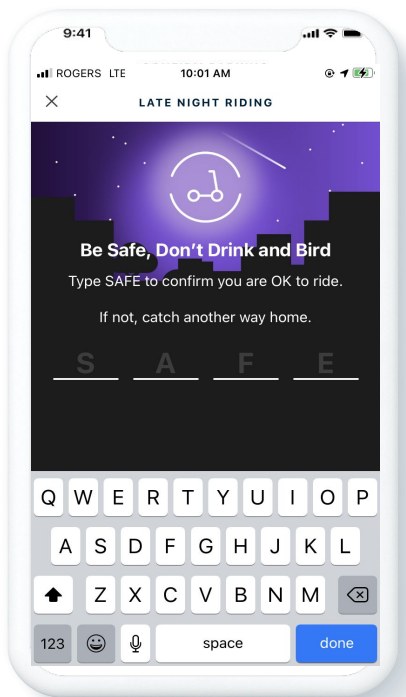
Riders are asked to **take a selfie**. Riders who demonstrate helmet usage will receive **incentives** such as future ride credits.

Riders can also share their selfie via social media and include **#BirdHelmetSelfie** to help promote broader adoption and use of helmets.



Bird Helmet Selfie

Safe Start



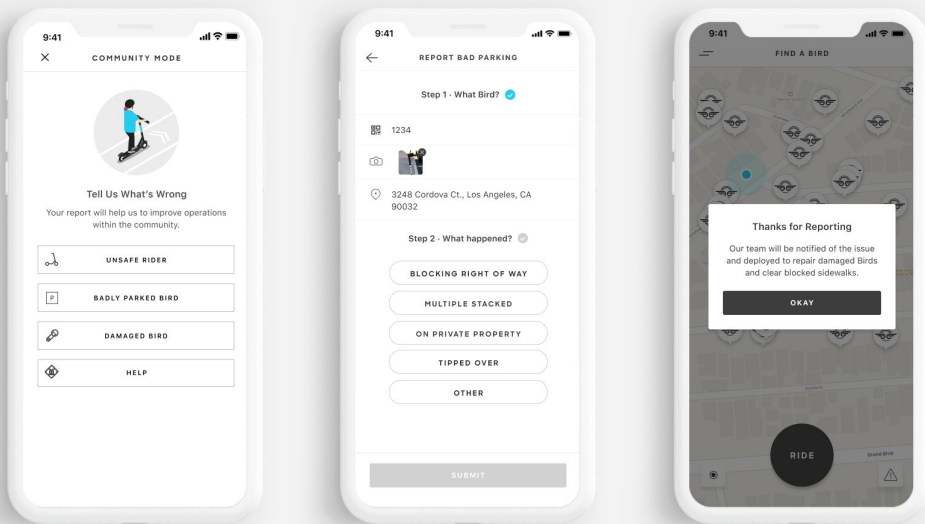
An in-app checkpoint, Safe Start is **designed to discourage** people from riding under the influence.

During late night hours, riders attempting to unlock an e-scooter are asked to verify that they can safely ride by correctly entering a keyword into the app.

Those who are unable to type the keyword correctly are encouraged to choose an **alternative method of transportation**, such as a taxi or ride-hailing service.



Community Mode



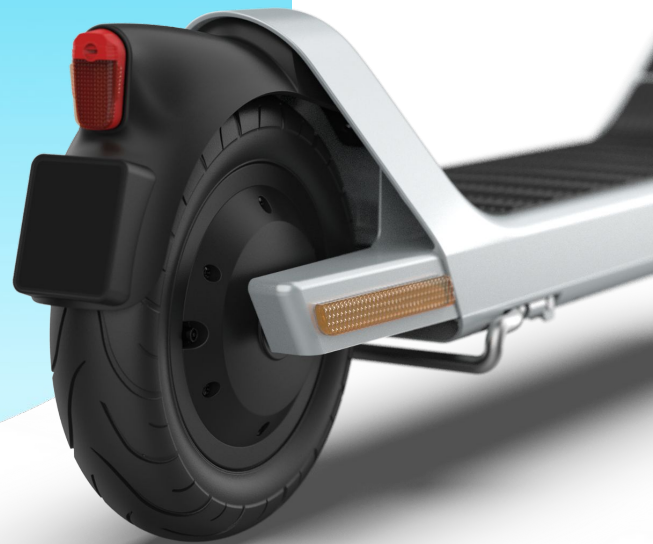
Bird Community Mode help center available to both riders and non-riders

Community Mode is an in-app reporting feature that allows anyone - whether or not they ride Bird - to **report instances where a Bird is parked improperly, damaged, etc.**

These reports help us take appropriate action such as deploying staff to reposition or remove a vehicle, or taking further disciplinary action as needed.



Thank you.



Chris Schafer, VP Government Relations,
chris.schafer@birdcanada.co



REQUEST FOR DECISION

MEETING DATE: January 16, 2023

TITLE: Recreation and Culture Department Re-organization Update

DIVISION: Community & Protective Services

SUMMARY:

The Recreation and Culture Departments have been amalgamated and re-structured to create one Recreation and Culture Services Department. While department re-organization is recognized as administrative in scope, this high-level overview of the new department structure is provided to Council to outline the significant department changes and alignment to Council's current Strategic priorities.

PROPOSED MOTION:

A motion is not required.

BACKGROUND / ANALYSIS:

Historically, Spruce Grove has benefited from two separate departments to meet the community's recreation and culture needs. These two departments:

- Provided quality events, programs and services;
- Provided the community with key planning documents, based on community needs and identified priorities; and
- Established strong relationships with other department representatives, community partners and regional colleagues.

Opportunity and need to re-organize the two departments were identified as a result of:

- Need to respond to community growth;
- Support implementation of key planning documents;
- Potential efficiencies within existing budgets; and
- COVID-19 impacts on service and staff levels.

A review of key planning documents, including but not limited to, City Council's Strategic Plan, Cultural Services Master Plan, and the Leisure Services Master Plan, as well as a review of original department job descriptions, reporting structures and best practices created context for department re-organization decisions. Key goals included the ability for the new structure to:

- Align with Council & Community Priorities
- Enhance Department's Strategic Leadership
- Increase Accountability
- Enhance cross-department Collaboration
- Be Responsive to Change and Growth
- Provide Clear Professional Development & Succession Pathways

Alignment to the current Strategic Plan is also evident. The following Goal areas and multiple actions and objectives within, clearly demonstrates the link between the new department structure and roles and the identified priorities.

- **Goal 1:** Inclusive approach to community development.
- **Goal 2:** Reduced barriers and increased participation in City facilities, programs, and services.
- **Goal 3:** Parks and recreation facilities accommodate a diversity of people and activities.
- **Goal 4:** Collaborative and innovative approaches used to leverage culture resources to enhance quality of life.
- **Goal 6:** Neighbourhoods that contribute to a high quality of life.
- **Goal 11:** Our City Centre is a vibrant hub for culture, commerce, and civic life.

OPTIONS / ALTERNATIVES:

n/a

CONSULTATION / ENGAGEMENT:

Consultation and engagement of Recreation and Culture department staff, Human Resources, Finance, Senior Management, and other organizational supports were key in the development of the department structure, roles and responsibilities, and implementation plan.

IMPLEMENTATION / COMMUNICATION:

On June 6, 2022, the structure was officially put in place, however staff on-boarding, training, and realignment of internal structures (such as financial structures and budgets) continue to be implemented. Up until now, community partners have been kept informed as required, with further communication anticipated.

IMPACTS:

The anticipated outcomes to service delivery within the new department model include, but are not limited to:

- Increased community development support to arts, culture, heritage community groups. **(NEW)**
- Ability to create and manage robust Mural and Public Art programs and processes. **(NEW)**
- Increased diversity in arts and culture programs, services and events; not just Horizon Stage **(NEW)**
- Increased focus and support on City-led community events, hosting, and tourism. **(Enhanced)**
- Increased programming delivery for youth and other identified community needs, either directly and/or in collaboration or partnerships. **(Enhanced)**
- Increased focus on customer experience for both public, partners, and other stakeholders. **(Enhanced)**
- Ability to provide leadership to Emergency Social Services planning and implementation. **(NEW)**
- Communications and marketing support for Community and Protective Services Division. **(Enhanced)**

Other anticipated operational impacts include:

- Alignment with Council and community priorities
- Strategic department leadership
- Increased accountability
- Enhanced cross-department collaboration
- More responsive to change
- Clear professional development and succession pathways

FINANCIAL IMPLICATIONS:

The department re-organization has been completed within existing budgets and staff compliments. Any future service delivery enhancements or adjustments that may require further resourcing to meet Council and/or community priorities and needs, will be done as a part of the regular Corporate Planning processes.

Recreation & Culture Department Re-Structure Overview

January 16, 2023

Overview

- Celebrating our Past
- New Structure Rationale & Outcomes
- Department Structure Overview
- What Is Next - Key Deliverables
- Leadership Team

Celebrating Our Past

- The two previous departments – Recreation and Culture provided quality programs, events and services to the community for many years.
- Provided the community with key planning documents that were based on community needs and identified priorities.
- Established relationships with other department representatives, community partners and regional colleagues.

So Why Change?

- Respond to community growth
- Support implementation of key planning documents
- Efficiencies within existing budgets
- COVID-19 impacts on service and staff levels created an opportunity
- Align with Council and Community Priorities

Alignment with Council's Strategic Plan

Key Goal Area Alignment:

- **Goal 1:** Inclusive approach to community development.
- **Goal 2:** Reduced barriers and increased participation in City facilities, programs, and services.
- **Goal 3:** Parks and recreation facilities accommodate a diversity of people and activities.
- **Goal 4:** Collaborative and innovative approaches used to leverage culture resources to enhance quality of life.
- **Goal 6:** Neighbourhoods that contribute to a high quality of life.
- **Goal 11:** Our City Centre is a vibrant hub for culture, commerce and civic life.

Why Are Recreation & Culture Together?

When we focus on “Why” people participate, the opportunities for “How” and “What” are diverse.

What Will be Different?

Service Delivery

- Increased community development support to arts, culture, heritage community groups. (NEW)
- Ability to create and manage robust Mural and Public Art programs and processes. (NEW)
- Increased diversity in arts and culture programs, services and events; not just Horizon Stage. (NEW)

What Will be Different?

Service Delivery - Con't

- Increased focus and support on City-led community events, hosting and tourism. (Enhanced)
- Increased programming delivery for youth and other identified community needs, either directly and/or in collaboration or partnerships. (Enhanced)
- Increased focus on customer experience for both public, partners and other stakeholders. (Enhanced)

What Will be Different?

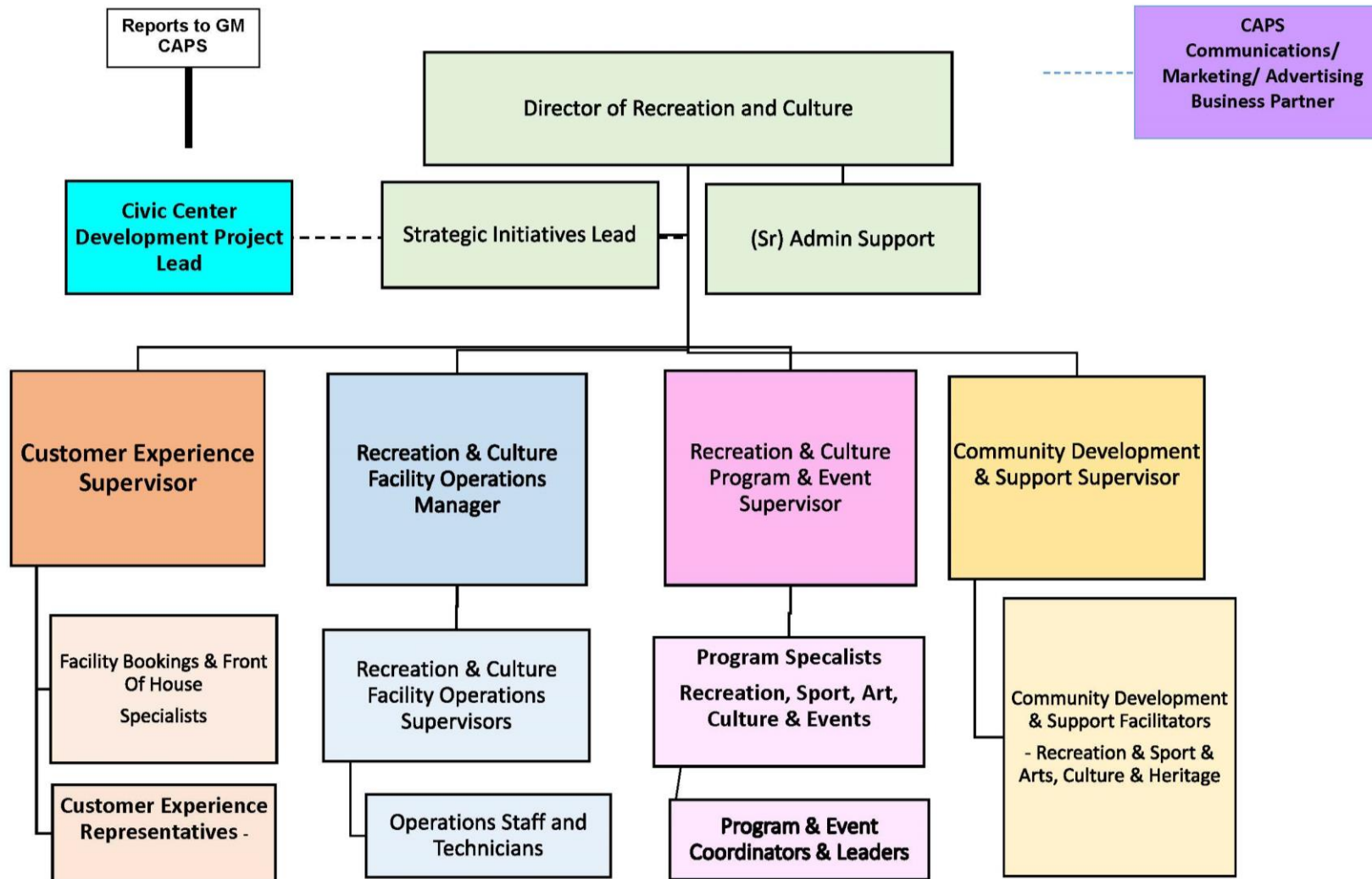
Service Delivery - con't

- Ability to provide leadership to Emergency Social Services planning and implementation. (NEW)
- Communications and Marketing Support for CAPS Division. (Enhanced)

What Will be Different?

Operational

- Structure Alignment with Council & Community Priorities
- Strategic Leadership
- Increased Accountability
- Enhanced Cross-department Collaboration
- Responsive to Change
- Clear Professional Development & Succession Pathways



CAPS
Communications/
Marketing/ Advertising
Business Partner

What's Next

Community-Facing:

- Focus work to support Council's Strategic Goals
- Continue to deliver quality programs, services and facilities
 - Increased Direct Programming (Youth, Arts & Culture, Diversity)
 - Updated Public Art and Mural Program(s)
 - Community Development Support to both Recreation/Sport and Arts/Culture Groups
 - Focus on Customer Experience

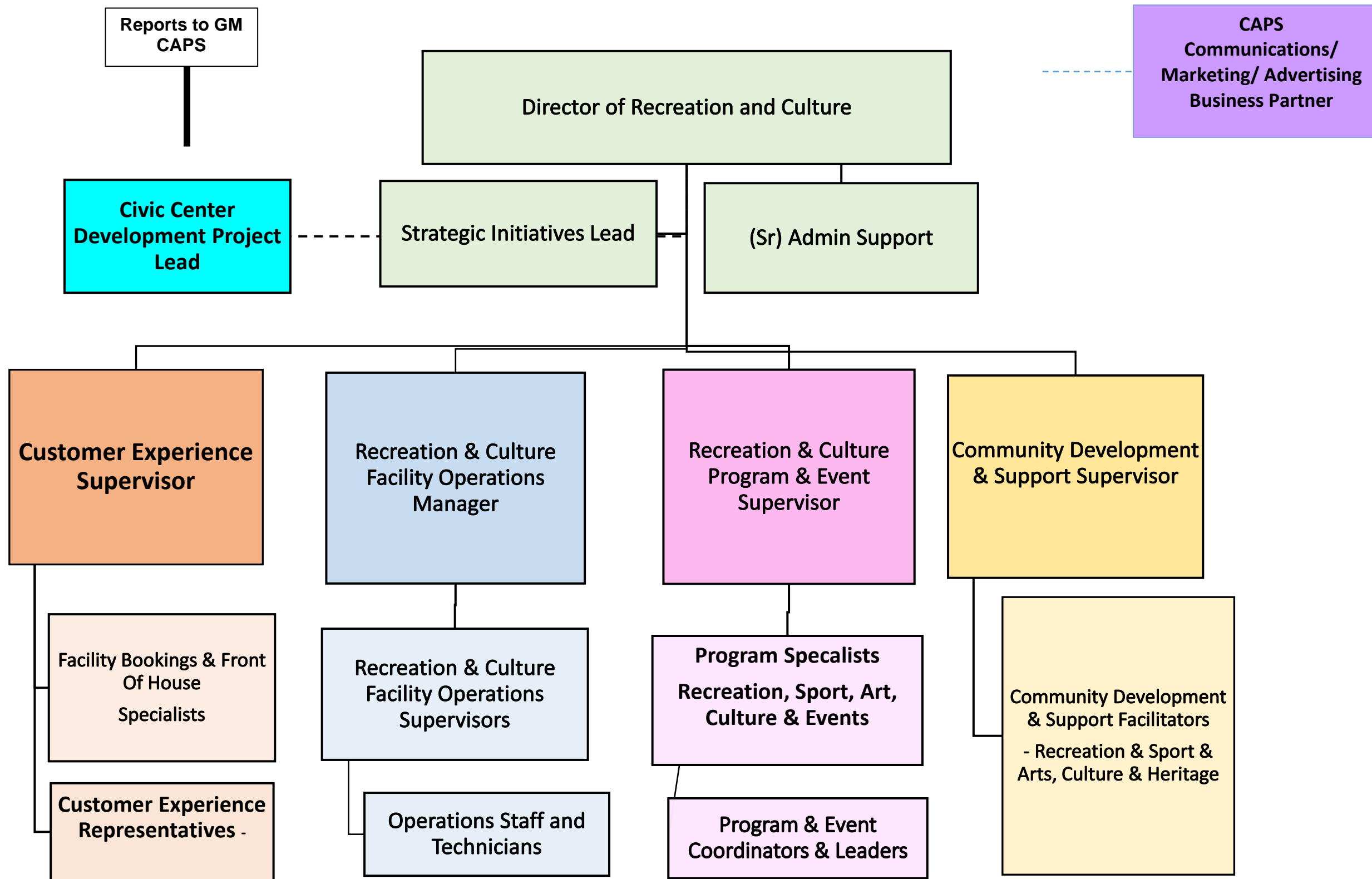
What's Next

Internal-Facing:

- Complete the on-boarding and overall staff training to enact the new structure effectively.
- Complete the re-alignment of budgets and software
- Update Area and Work Plans to align with identified priorities
- Review Current Planning Tools to ensure relevance and accountability for implementation.
- Refine processes and procedures to align with new department and priorities.

Introduction of the Leadership Team

Questions?





REQUEST FOR DECISION

MEETING DATE: January 16, 2023

TITLE: Shaping our Community - Municipal Development Plan Update - January 2023

DIVISION: Planning & Infrastructure

SUMMARY:

A brief update on progress to-date for Shaping our Community - Municipal Development Plan.

PROPOSED MOTION:

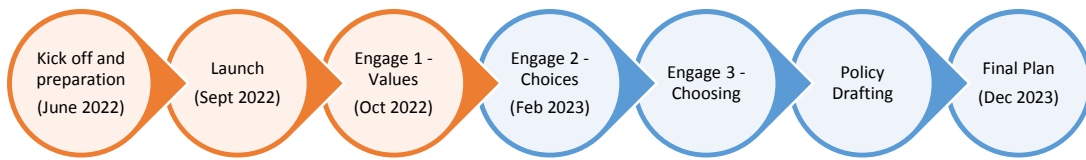
A motion is not required.

BACKGROUND / ANALYSIS:

We have completed the first phase of engagement for Shaping our Community. Nearly 7,000 ideas and suggestions were received from residents and stakeholders in Spruce Grove in response to two questions:

- What do you love about Spruce Grove?
- What is your dream for Spruce Grove?

The Technical Advisory Committee, the Community Panel, and Planning and Development staff all participated in sorting and theming all ideas and suggestions. This was then consolidated into the key values that will form the basis of the Municipal Development Plan. These values were then vetted and tested with these three groups. They will inform the next stage of engagement.



Staff have also engaged Aubin Consulting to facilitate indigenous engagement for the Municipal Development Plan. This process will establish a framework for ongoing indigenous engagement on planning and development matters. Staff from other relevant departments are also involved in the process to ensure consistency and awareness with others also involved in indigenous engagement matters.

Next steps include:

- Completion of What We Heard Report
- Development of Drivers and Outcomes aligned with Values
- Completion of information sheets to inform second round of engagement
- Second round of engagement, will include a workshop with Council

OPTIONS / ALTERNATIVES:

n/a

CONSULTATION / ENGAGEMENT:

n/a

IMPLEMENTATION / COMMUNICATION:

This update is being shared with Committee now that the first round of public engagement has been completed, and prior to moving on to the second round.

IMPACTS:

n/a

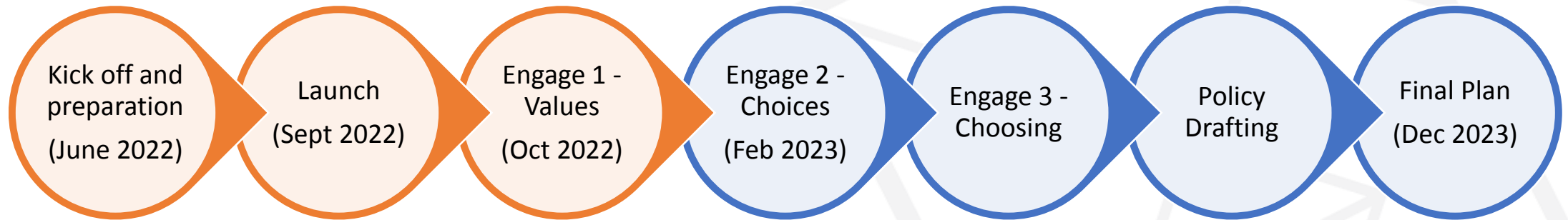
FINANCIAL IMPLICATIONS:

n/a



**Update - January 2023
Committee of the Whole**

What we've done to date



Highlights

- Completed Engagement 1
- Established Community Panel
- Determined Values and Drivers for Engagement 2
- Initiated Indigenous engagement - in-house interviews and training



Values

Connection

Spruce Grove has a strong sense of belonging and community where people can access services and amenities that meet their needs and provide a high quality of life.

Diversity & Inclusion

Spruce Grove enjoys equitable and affordable access to places, services, opportunities, and participation in civic life allowing for people of all backgrounds and abilities to live with dignity.

Resilience

Spruce Grove's creativity and self-reliance allows for innovative and adaptive responses to social, economic, and ecological changes.

Well-Being

Spruce Grove's health and wellness is supported by recreational opportunities, access to natural environments, and a prosperous economy within a safe and secure community.



Drivers

Economy

The economic, fiscal and market factors that influence how the community operates, sets priorities, and allocates financial resources.

Governance & Partnerships

The way in which nations, governments, agencies, organizations, and industry are structured and choose to work together and collaborate on ideas, projects, or services.

Transportation & Mobility

The methods and systems by which goods and people move within and between communities including distribution, commuting, employment, and personal movement.



Drivers

Urban Form & Placemaking

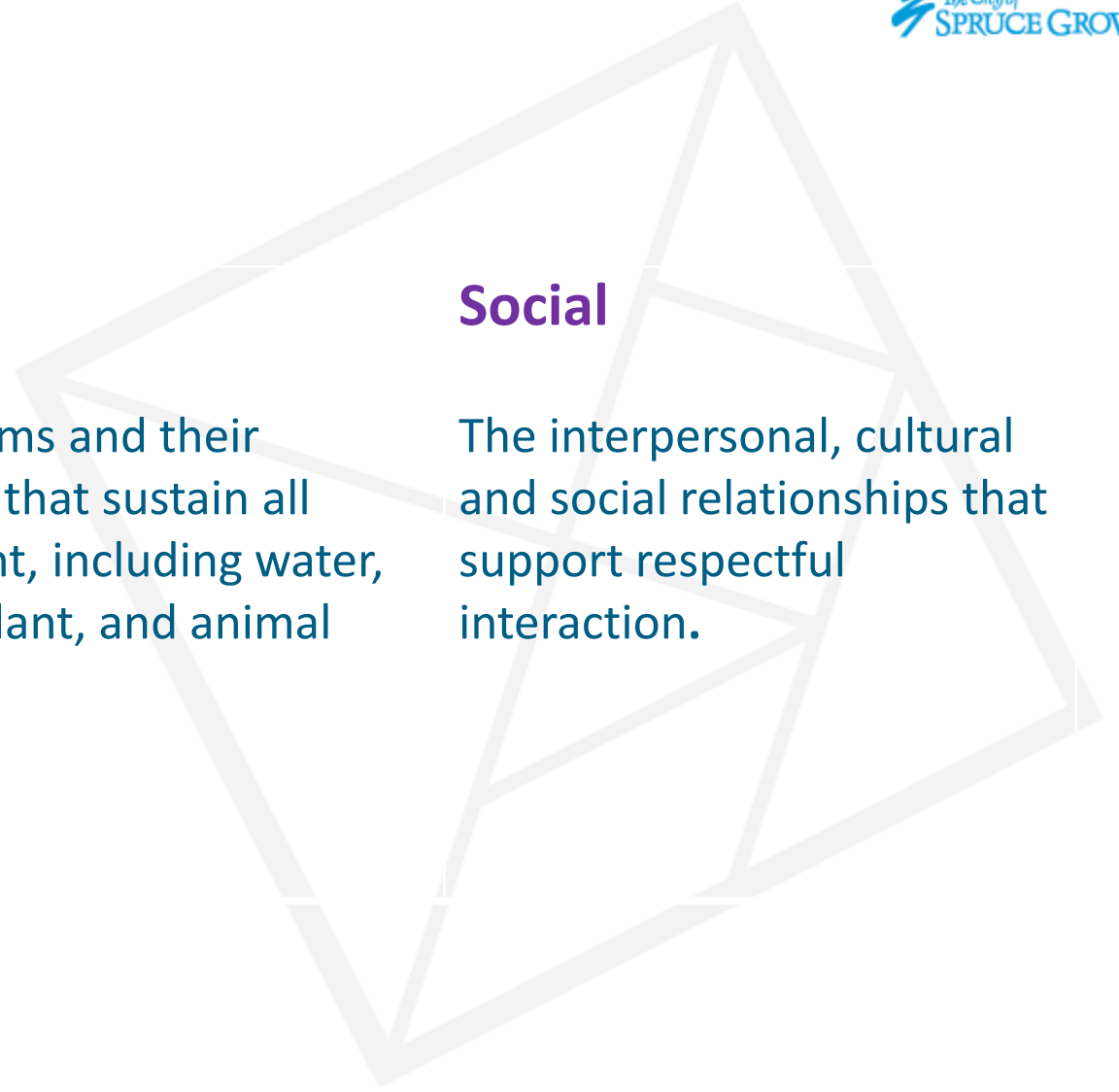
The relationship between people and the physical characteristics of places, including the size, shape, location, and number of buildings, roads, parks open spaces that influence how people behave, feel, experience, or connect to place and the public realm.

Environment

The natural systems and their interconnections that sustain all human settlement, including water, air quality, soil, plant, and animal habitat.

Social

The interpersonal, cultural and social relationships that support respectful interaction.



Outcomes

VALUES

DRIVERS

	Connection	Diversity & Inclusion	Resilience	Well-Being
Economy				
Governance & Partnerships				
Transportation & Mobility				
Urban Form & Placemaking				
Environment				
Social				

E.g. Access to natural areas is equitable to all residents and barrier free.

E.g. Neighbourhood and urban space design promote healthy lifestyles and overall community wellbeing



Next Steps

- Finalizing Engagement 1 What we heard report
- Engagement 2 - Determine Outcomes
- Continuing review of existing policies
- Indigenous Engagement and relationship building

Questions?





REQUEST FOR DECISION

MEETING DATE: January 16, 2023

TITLE: Community Standards Bylaw Topics Confirmation

DIVISION: Planning & Infrastructure

SUMMARY:

To provide a report to the Committee on topics that are commonly addressed in municipal community standards bylaws and to request the Committee’s direction on the scope of the proposed bylaw.

PROPOSED MOTION:

THAT Committee recommend to Council to proceed with the recommended scope of topics for the Community Standards Bylaw as outlined in the Options/Alternatives section of this Request for Decision.

BACKGROUND / ANALYSIS:

At the July 18, 2022, Regular Council Meeting, Council approved the motion “THAT Administration be directed to provide a report on developing a community standards bylaw for the August 22, 2022, Council Meeting.”

On August 22, 2022, Council approved the motion “THAT Council direct Administration to proceed with the approach as outlined in the Option section of this Request For Decision.”

A Community Standards Bylaw (CSB) will serve to regulate and enable activities that relate to the safety, health and welfare of residents on private and public property. In addition, development of a CSB will create a “one-stop shop” for city residents to find information on community standards without having to consult multiple bylaws.

The proposed approach to the development of a CSB will bring the city in alignment with similar

bylaws in other municipalities and allow for tailored elements to address the needs of Spruce Grove residents.

Many municipalities across Alberta have a community standards bylaw. While each community may take a slightly nuanced approach with different breadth, there are many common elements.

Administration developed a preliminary scan of 18 municipalities to show the most common topics, identify where the City currently has topic areas covered within existing bylaws, and illustrate where there are gaps.

The eighteen jurisdictions that were examined are:

Banff	Calgary
Chestermere	Edmonton
Fort Saskatchewan	Grande Prairie County
Lacombe	Leduc
Leduc County	Morinville
Parkland County	Red Deer
Regional Municipality of Wood Buffalo	St. Albert
Stony Plain	Strathcona County
Strathmore	Sturgeon County

The attachment shows 48 common topics along with a brief description of each, organized into the following four themes for the Committee's review:

- Public Behaviour
- Property Maintenance/Neighbour Relations
- Noise
- Smoking and Cannabis

OPTIONS / ALTERNATIVES:

Administration recommends proceeding with a phased approach where a smaller number of specific topics will be addressed first to ensure a timely, targeted review that allows for a CSB to be passed by Council in fall 2023 that is responsive to the immediate concerns raised by Council. More topics can be added and addressed as the bylaw evolves over Council's term. The first iteration of the bylaw project will be referred to as CSB 1.0. The recommended 17 topics for CSB 1.0 are (in no particular order):

Public Behaviour

1. Liquor
2. Camping
3. Graffiti Prevention and Abatement (NEW)
4. Charity Collection Sites (NEW)
5. Panhandling and Busking (NEW)
6. Urination/Defecation/Human Waste (NEW)

Property Maintenance/Neighbour Relations

7. Nuisance Property
8. Landscape Obstructions
9. Vegetation/Weeds/Trees and Grass
10. Boulevards
11. Refrigerators and Freezers/Appliances
12. Recreational Vehicles
13. Repair of Motor Vehicles (NEW)

Noise Control

14. Prohibited Noise
15. Motor Vehicles/Off Highway
16. Decibel Limits/ Levels

Smoking and Cannabis

17. Smoking and Cannabis Restrictions in Public Spaces

While most of these topics are addressed in existing City of Spruce Grove (CoSG) bylaws, there are five that are new to the CoSG bylaws. Administration recommends these 17 topics be examined first because they are commonly addressed in other municipal CSBs, and Council has also expressed concerns with and/or interest in exploring these further.

If the Committee recommends the approval of the proposed option to focus on a smaller set of topics (CSB 1.0), Administration will proceed with the work as outlined below.

Phase 1: Assessment and Preliminary Direction Setting (January to February 2023)

Administration will return to this Committee in February 2023 for a robust policy discussion on each of the chosen topics. A detailed analysis will be prepared on each topic and will include:

- Existing City legislation;

- Information on situating the topic in the Spruce Grove context;
- Direct comparison to what a few comparator jurisdictions are doing;
- A review of the current process of enforcement, penalties for contravention and assessing if changes can be made to increase effectiveness;
- Risks, operational and financial implications; and
- Administration’s recommendation and accompanying rationale on whether the existing standards need to be amended, kept the same and/or added to the CSB 1.0.

Opportunities may arise through this review to combine related topics, such as those addressing noise control. This fulsome analysis will inform Administration’s discussions with this Committee on the community standards that will be consulted upon.

Phase 2: Public Consultation and Engagement (March to July 2023)

Once Council has provided direction on the scope of items for consultation, Administration will develop an engagement plan and bring it back to Committee in March 2023 for consideration. The engagement plan will outline recommended timelines, methods, and levels of public engagement.

There are a number of topics from the full list of 48 (outside of the proposed 17 in CSB 1.0) where it will be relatively simple to lift sections from existing legislation and move to the CSB. This work will form the next iteration of the project (CSB 2.0) and can happen while engagement on CSB 1.0 is underway.

Phase 3: Community Standards Bylaw Development (August to December 2023)

Once the public consultation process has been completed, Administration will report back to the Committee on what was heard from the engagement, policy implications, and recommended options in August 2023.

It is anticipated that a draft bylaw will be brought back for this Committee’s review in October 2023. The draft bylaw could also include elements of CSB 2.0 (existing pieces of legislation that can be easily lifted and moved).

CONSULTATION / ENGAGEMENT:

There will be engagement with internal City subject matter experts to develop a snapshot of what exists in the City with respect to content of current bylaws on the desired topics, enforcement approaches, and how proposed changes could impact program areas.

As outlined above, a robust public engagement/consultation process is envisioned. There will be opportunities to utilize this engagement process to collect residents' feedback on other projects such as Urban Farming as well.

Administration recommends a process to engagement similar to what has been done in other recent engagement processes. Survey instruments similar to those used for the strategic plan process in spring 2022 and open house options will ease the cost of public engagement, although resources will be required to build the online bylaw content for survey respondents to review.

IMPACTS:

Depending on the scope of changes that will be implemented by the CSB, there may be operational impacts to program areas in Planning and Development, Protective Services and Public Works. There may be increased burden on enforcement personnel particularly in the topic areas that are not currently addressed by existing bylaws.

FINANCIAL IMPLICATIONS:

A business case may be brought forward for consideration in the 2024-2026 Corporate Plan for costs attributed with the implementation of the CSB (e.g. additional resources, development of website applications, etc.).

Community Standards Bylaw (CSB) List of Topics

A review was completed of the community standards bylaws of 18 jurisdictions across Alberta. The review identified:

- The most common topics (48 in total) addressed by community standards bylaws in those jurisdictions,
- Potential gaps in topics that the city does not currently address in any of its bylaws.

The table below summarizes the results of this review.

* (NEW) indicates that the topic is not currently addressed in existing Spruce Grove bylaws.

* Highlighted topics are ones Administration recommends be addressed first. Other topics can be addressed and added to the CSB over time.

THEME	REF #	TOPIC NAME	BRIEF DESCRIPTION
Public Behaviour	1	Littering/Dumping	Prohibition of littering/dumping of household or organic waste in public area.
	2	Firearms, Dangerous Objects/Projectiles	Prohibition of carrying or discharging firearms, fireworks, or dangerous objects without a permit.
	3	Causing a Disturbance	No disturbing the peace with disorderly conduct and/or use of obscene language.
	4	Fighting	No fighting.
	5	Liquor	Restrictions around public consumption of liquor.
	6	Loitering	Restrictions related to loitering in public spaces.
	7	Stormwater Management Facility	Restrictions surrounding access to and recreational activities on or in stormwater management facilities.
	8	Damage to Property	Restrictions include damage to vegetation and development properties.
	9	Camping	Restrictions related to camping in public spaces.
	10	Graffiti Prevention & Abatement (NEW)	Conditions under which graffiti is prohibited.
	11	Charity Collection Sites (NEW)	Restrictions related to dumping/scavenging of donation bins.
	12	Curfew for Minors (NEW)	Addresses specific times minors can be in public places.
	13	Panhandling and Busking (NEW)	Restrictions for panhandling and busking (such as specific times, places).
	14	Flyers/Placards/Posters (NEW)	Restrictions around distribution, posting of flyers/placards and posters.
	15	Urination/Defecation/Human Waste (NEW)	Prohibition of urination and defecation in public places.
	16	Anti-Bullying (NEW)	Prohibition of bullying.

Property Maintenance/ Neighbour Relations	17	Nuisance Property	Restrictions around accumulation, debris, and property with serious disregard for maintenance, and/or posing a safety issue.
	18	Excavations	Prohibition of unsightly excavation holes.
	19	Buildings and Structures	Restrictions related to nuisance of buildings and structures.
	20	Landscape Obstructions	Restrictions related to landscaping, fencing that impede safe traffic flow and visibility.
	21	Vegetation/Weeds/Trees and Grass	Restrictions related to overgrown vegetation, tree protection and disease control of trees.
	22	Boulevards	Conditions regarding boulevard maintenance.
	23	Fire and Smoke	Relates to fires, smoke, and related permits in public areas.
	24	Sidewalks	Relates to snow and ice removal.
	25	Refrigerators and Freezers/Appliances	Relates to unsightly presence of appliances, storage, and safety practices.
	26	Construction Waste/Building Materials	Addresses construction site cleanliness.
	27	Addressing	Relates to the requirements of building/house address numbers (such as size, visibility).
	28	Boarding Houses	Relates to definition of and restrictions around boarding houses.
	29	Light Pollution/Outdoor Lighting	Covers nuisance lighting and light pollution.
	30	Garbage/Waste	Requirements around bin storage and collection.
	31	Recreational Vehicles	Restrictions related to RVs (such as parking, use as dwelling).
	32	Unoccupied Buildings (NEW)	Addresses maintenance and safety.
	33	Composting (NEW)	Restrictions related to composting (such as odours, animal feces)
	34	Odours and Emissions (NEW)	Restrictions related to nuisance odours and emissions.
	35	Nuisance Escaping Property (NEW)	Addresses dust, smoke, etc., escaping from a property without measures taken to prevent them from doing so.
	36	Wildlife Attractants/Feeding Wildlife *NEW)	Restrictions around attractants like bird feeders and feeding wildlife (e.g., coyotes).
	37	Repair of Motor Vehicles (NEW)	Restrictions can include power washing, smells, requirements regarding proper storage/discard of parts.
	38	Icicles/Roofs and Awnings (NEW)	Relates to clearing of snow and ice.
	Noise Control	39	Prohibited Noise (General)
40		Motor Vehicles/Off Highway Vehicles	Addresses excessive noise such as that from engine retarder brakes.

	41	Construction Activity	Relates to noise permitted within specific hours, need for licenses and approvals.
	42	Decibel Limits/Levels	Relates to daytime, overnight, residential, non-residential limits.
	43	Continuous Sound (NEW)	Relates to continuous sound limits/exceptions during daytime and overnight hours.
	44	Non-Continuous Sound (NEW)	Relates to non-continuous sound limits/exceptions during daytime and overnight hours.
	45	Excessive Idling/Idling Vehicles (NEW)	Restrictions related to idling vehicles (can range from specific time limits to prohibition).
	46	Garbage Collection (NEW)	Addresses specific hours, locations of collection.
Smoking and Cannabis	47	Smoking and Cannabis Restrictions in Public Spaces	<ul style="list-style-type: none"> Restrictions related to consumption of cannabis. Opportunity for general smoking provisions to be updated (such as changing “Aboriginal” references to “indigenous”)
	48	Odour	Restrictions related to cannabis odour.

Community Standards Bylaw Topics Confirmation

Background

- At the July 18, 2022 Council Meeting, Council approved the motion “THAT Administration be directed to provide a report on developing a community standards bylaw for the August 22, 2022, Council Meeting.”
- On August 22, 2022, Council approved the motion “THAT Council direct Administration to proceed with the approach as outlined in the Request For Decision.”

Purpose

- Provide a report on the most commonly addressed topics in municipal community standards bylaws.
- Request Committee's direction on scope of proposed bylaw topics.

Community Standards Bylaw (CSB)

- A CSB will serve to regulate and enable activities that relate to the safety, health and welfare of residents on private and public property.
- Development of a CSB will create a “one-stop shop” for city residents to find information on community standards without having to consult multiple bylaws.
- The proposed phased approach to the development of a CSB will bring the city in alignment with similar bylaws in other municipalities and allow for tailored elements to address the needs of Spruce Grove residents.

Jurisdictional Scan

Banff
Chestermere
Fort Saskatchewan
Lacombe
Leduc County
Parkland County
Regional Municipality of Wood Buffalo
Wood Buffalo
Stony Plain
Strathmore

Calgary
Edmonton
Grande Prairie
Leduc
Morinville
Red Deer
St. Albert
Strathcona
Sturgeon County

Jurisdictional Scan

- The review identified 48 of the most common topics addressed in the community standards bylaws of the 18 municipalities.
- These 48 topics are grouped into 4 themes:
 - Public Behaviour
 - Property Maintenance/Neighbour Relations
 - Noise Control
 - Smoking and Cannabis

Public Behaviour

1. Littering/Dumping
2. Firearms/Dangerous Objects/Projectiles
3. Causing a Disturbance
4. Fighting
- 5. Liquor**
6. Loitering
7. Stormwater Management Facility
8. Damage to Property

Red lettering - Admin recommended

Public Behaviour

9. **Camping**
10. **Graffiti Prevention and Abatement** (NEW)
11. **Charity Collection Sites** (NEW)
12. Curfew for Minors (NEW)
13. **Panhandling and Busking** (NEW)
14. Flyers/Placards/Posters (NEW)
15. **Urination/Defecation/Human Waste** (NEW)
16. Anti-Bullying (NEW)

*Red lettering - Admin recommended

*NEW - No existing legislation on topic

Discussion Questions:

Of the topics listed in the Public Behaviour theme, are there ones you would like to see addressed that are not in proposed list for CSB 1.0?

Are there topics in the proposed list that you do not see as a priority?

Property Maintenance/Neighbour Relations

17. Nuisance Property

18. Excavations

19. Buildings and Structures

20. Landscape Obstructions

21. Vegetation/Weeds/Trees and Grass

22. Boulevards

23. Fire and Smoke

24. Sidewalks

*Red lettering - Admin recommended

*NEW - No existing legislation on topic

Property Maintenance/Neighbour Relations

25. Refrigerators/Freezers and Appliances

26. Construction Waste/Building Materials

27. Addressing

28. Boarding Houses

29. Light Pollution/Outdoor Lighting

30. Garbage/Waste

31. Recreational Vehicles

32. Unoccupied Buildings (NEW)

*Red lettering - Admin recommended

*NEW - No existing legislation on topic

Property Maintenance/Neighbour Relations

- 33. Composting (NEW)
- 34. Odours and Emissions (NEW)
- 35. Nuisance Escaping Property (NEW)
- 36. Wildlife Attractants/Feeding Wildlife (NEW)
- 37. Repair of Motor Vehicles (NEW)**
- 38. Icicles/Roofs/Awnings (NEW)

*Red lettering - Admin recommended

*NEW - No existing legislation on topic

Discussion Questions:

Of the topics listed in the Property Maintenance/Neighbour Relations theme, are there ones you would like to see addressed that are not in proposed list for CSB 1.0?

Are there topics in the proposed list that you do not see as a priority?

Noise Control

- 39. **Prohibited Noise (General)**
- 40. **Motor Vehicles/Off Highway Vehicles**
- 41. Construction Activity
- 42. **Decibel Limits/Levels**
- 43. Continuous Sound (NEW)
- 44. Non-Continuous Sound (NEW)
- 45. Excessive Idling/Idling Vehicles (NEW)
- 46. Garbage Collection (NEW)

*Red lettering - Admin recommended

*NEW - No existing legislation on topic

Discussion Questions:

Of the topics listed in the Noise Control theme, are there ones you would like to see addressed that are not in proposed list for CSB 1.0?

Are there topics in the proposed list that you do not see as a priority?

Smoking and Cannabis

47. **Smoking and Cannabis Restrictions in Public Spaces**

48. Odour

*Red lettering - Admin recommended

*NEW - No existing legislation on topic

Discussion Question:

Do you agree with the proposed topic selection (Restrictions in Public Spaces) under the theme of Smoking and Cannabis for inclusion in CSB 1.0?

SUMMARY

NEXT STEPS

Phase 1: Assessment & Preliminary Direction Setting (January to February)

- Administration will return to this Committee for a robust policy discussion in February.
- Detailed information on each of the chosen topics will include:
 - Existing city legislation;
 - Situating the topic in the Spruce Grove context;
 - Direct comparison to what a few key jurisdictions are doing;
 - Review of the current process of enforcement;
 - Risks, operational and financial implications; and
 - Administration's recommendation and rationale on whether existing standards need to be amended, kept the same and/or added to the CSB 1.0.

Phase 2: Public Consultation and Engagement (March to July)

- Engagement plan will be brought to this Committee for consideration in March and will include:
 - Recommended timelines,
 - Methods, and
 - Levels of public engagement.
- Public consultation is anticipated to occur between April and July.
- Concurrent work includes reviewing topics from the full list of 48 (outside of the recommended 17) where sections can be easily lifted from existing legislation and moved to the CSB. This work will form CSB 2.0.

Phase 3: Community Standards Bylaw Development (August to December)

- Once the public consultation process has been completed, Administration will report back to the Committee on what was heard from the engagement, policy implications, and recommended options in August.
- It is anticipated that a draft bylaw will be brought back for this Committee's review in October.

Questions?





REQUEST FOR DECISION

MEETING DATE: January 16, 2023

TITLE: Urban Farming (Hen and Beekeeping)

DIVISION: Planning & Infrastructure

SUMMARY:

To provide a report to the Committee on hen and beekeeping licensing in 11 jurisdictions in Alberta and to request the Committee's direction on how to proceed on assessing whether to regulate such practices in the City.

PROPOSED MOTION:

THAT the Committee recommend to Council to proceed with Option ____ as outlined in this Request for Decision.

BACKGROUND / ANALYSIS:

The 2022-2025 Strategic Plan contains an objective to develop an urban agriculture strategy, which includes review of an urban farming policy. The City currently does not have an urban farming policy. Current City bylaws are silent on whether urban hen and/or bee keeping is permitted.

There has been increasing demand among municipalities in Alberta for residents to be able to raise hens/chickens and/or bees in their backyards. Some benefits include:

- increased local food production;
- increased food security through the production of eggs and/or honey;
- creation of educational opportunities through interaction with the environment; and
- increased biodiversity.

Jurisdictional Review

To inform discussions on whether to enable opportunities for urban hen and beekeeping in Spruce Grove, a preliminary scan has been undertaken on what other jurisdictions in Alberta are doing including:

- Name and description of the bylaw addressing the license/program;
- Municipal department(s) responsible for application/licensing process and enforcement;
- Additional information such as number of backyard hives/hens permitted per license and basic fines for non-compliance; and
- Identification of any appeals processes in the bylaws.

Municipality bylaws reviewed for the preliminary scan include:

Calgary	Red Deer
Cold Lake	St. Albert
Edmonton	Strathcona County
Leduc	Strathmore
Lethbridge	Stony Plain
Parkland County	

A review of the 11 jurisdictions shows that all licenses/programs have the same general requirements.

Urban Hen keeping

To qualify for a hen keeping license, the following must be presented.

- A Premises Identification (PID) number as required by the *Animal Health Act*. This provincial requirement links livestock to specific locations as part of efforts to plan for control and prevent the spread of animal diseases;
- Identification of a local veterinarian who is familiar with treating hens to ensure standards of care;
- Proof of training - completion of or registration in an accredited urban hen keeping course;
- Proof of property ownership where the hen coop is being kept or proof of consent from property's owner;
- A checklist with daily, weekly, monthly, and seasonal tasks to prevent disease from spreading;
- Approved site plan to show that the proposed hen enclosure location is in compliance with setback and height requirements. Depending on the jurisdiction and/or the size of

the proposed hen coop, development permits, and other permits (i.e. electrical permit, building permit) may be required;

- Confirmation that neighbours have been notified in writing of the applicant's intent to participate in the hen keeping program; and
- Proof of support and assistance through an established relationship with a local mentor to ensure proper care and management of the hens.

Urban Beekeeping

To qualify for a beekeeping license, the following must be presented:

- A provincial PID number (see above);
- Proof of registration (yearly) with the provincial Apiculturist as required by the *Bee Act*;
- Proof of training - completion of or registration in an accredited beekeeping course;
- Confirmation from municipal staff that the proposed beehive location is in compliance with setback and height requirements;
- Proof of property ownership where the bee colony is being kept or proof of consent from property's owner;
- Disease and swarm control plan;
- Confirmation that neighbours have been notified in writing of the applicant's intent to participate in the beekeeping program; and
- Proof of support and assistance through an established relationship with a mentor to ensure proper care and management of the bees.

Considerations

While there are many benefits to urban hen and beekeeping, there are also challenges to consider with the regulation of these activities such as:

- Additional municipal resources are required to support new licensing requirements such as the development of online web applications and addition of/availability of program staff, on-site inspectors, etc.;
- Partnerships with accredited training providers are needed to fulfill urban hen and beekeeping requirements for licenses;
- Designated dumping grounds and/or procedures will be required for the disposal of waste products and sick and dead animals to prevent spread of disease (e.g. disposal at a vet's office, abattoir, or farm);
- Enforcement policies range from education-based to more punitive methods (e.g. fines, jail time). Further research will be needed to determine the approach that would work best for the city;
- The potential exists for appeals from applicants who have had licenses denied or revoked. An opportunity exists to leverage the upcoming Community Standards and License Appeal Committee Bylaw to create a committee to hear appeals on these

matters; and

- If a decision is made to implement licensing practices, a notice period will be given to those who already own hen coops and/or bee colonies to allow the owner time to acquire the appropriate license.

CONSULTATION / ENGAGEMENT:

The Urban Farming project is proceeding in parallel to the Community Standards Bylaw (CSB) project. There is a robust public consultation process envisioned as part of the CSB, including the use of a public survey that will be targeted to city residents. There is an opportunity to capitalize on those consultations (April to July 2023) to gather feedback from residents on urban hen/bee keeping practices in the city, if desired.

OPTIONS/ALTERNATIVES:

There are two options that the Committee can consider:

Option 1: Proceed with further research into the feasibility of:

- Hen keeping; or
- Beekeeping; or
- Both bee keeping and hen keeping practices for the city, **and** conduct public engagement concurrent to the CSB 1.0 project.

Administration will leverage the planned CSB project's public consultation process scheduled for April to July 2023 to gather resident feedback on the Committee's desired licensing practice(s).

Engagement materials will be provided to Committee concurrent to the Community Standards Bylaw engagement materials.

Administration will return to this Committee in fall 2023 with the following for this Committee's consideration:

- Report on what was heard from the engagement;
- Project plan;
- Resourcing plan;
- Implementation plan; and
- Recommendations for bylaw amendments that will need to be made to enable the desired licensing practices.

Option 2: Do not proceed on pursuing Urban Farming licensing options at this time.

Administration will take no further action.

IMPLEMENTATION / COMMUNICATION:

Administration will prepare a comprehensive briefing package to inform discussions on implementation.

IMPACTS:

Implementation would have operational impacts on multiple City departments such as Planning and Development (e.g. advice on hen coop dimensions and any development permits) and Enforcement Services (e.g. investigation of complaints, fines).

If licensing processes are expanded to include hens and/or bees, there will be resourcing implications for such service.

FINANCIAL IMPLICATIONS:

If the Committee would like to move forward with Option 1, Administration will develop a resourcing plan to identify financial impacts associated with implementation.

Attachment 1
Urban Farming (Hen and Beekeeping) Preliminary Scan

Municipality	Type of Program/ Licensing	Responsible Department(s)	Applicable Bylaw	Additional Information	Appeal Process
<p>Edmonton</p> <p>The Urban Hens and Urban Beekeeping programs are part of <i>Fresh</i>, a <u>strategy</u> that guides Edmonton towards the vision of “a resilient food and agriculture system that contributes to the local economy and the overall cultural, financial, social and environmental sustainability of the city.”</p>	<p>Urban Hens Program</p>	<p>Community Services (Animal Care & Control) looks after application process, concerns about hens and enforcement.</p> <p>Urban Planning and Economy (Development Services) looks after coop, run location and site requirements.</p>	<p>Section 27 of the Animal Licensing and Control Bylaw</p> <ul style="list-style-type: none"> • The bylaw has a section on Prohibited Animals, which includes poultry. • People are not permitted to keep prohibited animals in the City unless they have a license. • The City Manager may impose specific terms and conditions on a license. • The City Manager can refuse to issue or revoke a license. • The licensee cannot contravene any license terms or conditions. 	<ul style="list-style-type: none"> • The City of Edmonton website lays out specific program requirements around hens (such as 3-6 hens per site, no roosters or hens younger than 16 weeks old), neighbor notifications, hen enclosures, standards of care, nuisance conditions, training, waste disposal, flock changes and inspections. • Failing to comply with conditions of license results in a fine of \$100 or license being revoked. Keeping hens without a license is \$500 fine. 	<p>None listed in bylaw.</p>

Municipality	Type of Program/ Licensing	Responsible Department(s)	Applicable Bylaw	Additional Information	Appeal Process
Edmonton	Urban Beekeeping	Community Services (Animal Care & Control) looks after application process, swarming issues and enforcement.	<p>Section 27 of the Animal Licensing and Control Bylaw</p> <ul style="list-style-type: none"> • The bylaw has a section on Prohibited Animals, which includes bees. • People are not permitted to keep prohibited animals in the City unless they have a license. • The City Manager may impose specific terms and conditions on a license. • The City Manager can refuse to issue or revoke a license. • The licensee cannot contravene any license terms or conditions. 	<ul style="list-style-type: none"> • The City of Edmonton website provides guidelines around hive locations, number and size of hives, standards of care, inspections, neighbour notifications, training, and permissions from property owner. • One active hive is permitted per property. • Failing to comply with conditions of license may result in a fine of \$100, or a license being revoked. Keeping bees without a license will result in a \$500 fine. 	None listed in bylaw.
<p>Calgary</p> <p>The Urban Hen Program and Urban Beekeeping licensing are part of the <i>Calgary Food Action Plan</i> which provides more places to grow and sell local food.</p>	Urban Hens Program	<p>Planning and Development looks after the application process. It also provides advice on hen/coop runs prior to licensing.</p> <p>Animal Services looks after enforcement. A peace officer will conduct the site inspection for application approval.</p>	<p>Updates were made to the Responsible Pet Ownership Bylaw on January 1, 2022 to add an Urban Hen Program.</p> <ul style="list-style-type: none"> • Part 4 (Urban Livestock) of the Responsible Pet Ownership Bylaw expands licensing to include hens. • This section refers to “urban livestock” which includes hens. • People cannot keep prohibited livestock unless they have a license. • Information is provided on the types of and conditions on licenses. 	<ul style="list-style-type: none"> • The City of Calgary website provides guidance on licensing, application process, criteria, documentation, site and coop requirements and training. • Hen ownership is limited to 2-4 per application, no roosters, or hens younger than 16 weeks. • The program put a cap on the number of applicants it would accept in the first year (100). • Peace officers work to achieve compliance through education. This program does not have any fines associated with non-compliance. 	One can appeal to the License and Community Standards Appeal Board about the decision to refuse to issue or revoke a livestock license or permit.

Municipality	Type of Program/ Licensing	Responsible Department(s)	Applicable Bylaw	Additional Information	Appeal Process
Calgary			<ul style="list-style-type: none"> The bylaw includes authorities of the <i>Director (City Manager)</i>, which include the ability to issue/renew or revoke licenses. The bylaw allows for the temporary livestock permits for special events and for those who already owned hens and/or bees prior to the bylaw coming into effect. 		
	Urban Beekeeping	<p>Community Services</p> <p>Similar to the hen program, Urban beekeeping in Calgary does not appear to have fines associated with non-compliance.</p>	<p>Updates were made to the Responsible Pet Ownership Bylaw on January 1, 2022.</p> <ul style="list-style-type: none"> Part 4 (Urban Livestock) of the Responsible Pet Ownership Bylaw expands licensing to include bees. This section refers to “urban livestock” which includes bees. People cannot keep prohibited livestock without a license. Info is provided on the types of licenses available and the conditions on them. The bylaw includes authorities of the <i>Director (City Manager)</i>, which include the ability to issue/renew or revoke licenses. 	<ul style="list-style-type: none"> The City of Calgary website provides guidance on required documentation and processes (beekeeping license, training, site plan, etc.). No more than two bee colonies per license are permitted. 	<p>One can appeal to the License and Community Standards Appeal Board about the Director’s decision to refuse to issue or revoke a livestock license or permit.</p>

Municipality	Type of Program/ Licensing	Responsible Department(s)	Applicable Bylaw	Additional Information	Appeal Process
Cold Lake ¹	Urban Hen Keeping	<p>Planning and Development manages the program and the qualification criteria.</p> <p>Protective Services (Municipal Enforcement) looks after enforcement.</p>	<p>Urban Hen Keeping Bylaw</p> <ul style="list-style-type: none"> The bylaw lays out the conditions of a hen license, appeal conditions, responsibilities of a hen keeper, coop requirements, enforcement, and schedule of fees. 	<ul style="list-style-type: none"> No roosters are allowed, max of 4 hens, no hens younger than 16 weeks. Fines associated with non-compliance increase with number of repeat offenses during the same calendar year. Fines start at \$250. 	<p>Section 5 of the Bylaw lays out the appeal process, which includes:</p> <p>The CAO must appoint an Appeal Committee, consisting of 2 Council members and the CAO or designate, within 14 days to hear an appeal.</p>
Leduc	Backyard Hen Keeping	<p>Planning and Development oversees the application and licensing service.</p> <p>Enforcement Services handles investigation of complaints and further enforcement action.</p>	<p>Animal Licensing and Control Bylaw</p> <ul style="list-style-type: none"> People are not permitted to keep prohibited animal (including livestock) without a license. Under the Regulations section, the bylaw lists the terms a City Manager may impose on a license and the conditions in which a license can be revoked/refused. 	<ul style="list-style-type: none"> The City website has information on general requirements, coop and run building, inspection and enforcement and hen care and safety. Only one hen enclosure is permitted per household, 3-6 hens allowed, no roosters or hens younger than 16 weeks old. There is also a schedule of fines and penalties (e.g. \$50 failure to obtain a license, \$100 keeping a prohibited animal). Fines increase with repeat offences. 	<p>None listed in bylaw.</p>

¹ Cold Lake does not have a beekeeping program.

Municipality	Type of Program/ Licensing	Responsible Department(s)	Applicable Bylaw	Additional Information	Appeal Process
Leduc	Backyard Beekeeping	<p>Planning and Development oversees the application and licensing service.</p> <p>Enforcement Services handles investigations of complaints and further enforcement action.</p>	<p>Animal Licensing and Control Bylaw</p> <ul style="list-style-type: none"> • People are not permitted to keep prohibited animal (including bees) unless they have a license. • Under the Regulations section, the bylaw lists the terms a City Manager may impose on a license and the conditions in which a license can be revoked/refused. 	<ul style="list-style-type: none"> • The City website has information on general requirements, beehive building, inspection and enforcement and beehive care and safety. • Each site is limited to one beehive. • There is also a schedule of fines and penalties (e.g., \$50 failure to obtain a license, \$100 keeping a prohibited animal). Fines increase with repeat offences. 	None listed in bylaw
Red Deer²	Urban Chicken License	Inspections and Licensing	<p>Chicken Bylaw</p> <ul style="list-style-type: none"> • People are not permitted to keep prohibited animals (including roosters and hens) without a license. • Sections include conditions of a chicken license, hen management requirements, offences and penalties, municipal tags, payment in lieu of prosecution, violation ticket, voluntary payment, obstruction, and powers of the City Manager. 	<ul style="list-style-type: none"> • Only hens older than 16 weeks, no roosters are allowed. Maximum of 4 chickens are allowed. • A maximum is set on the number of licenses that can be issued due to population growth. • Fines not exceeding \$100 is levied on offences. If the voluntary payment option is offered, the ticket is \$150. 	None listed in bylaw

² Red Deer does not have an urban beekeeping program.

Municipality	Type of Program/ Licensing	Responsible Department(s)	Applicable Bylaw	Additional Information	Appeal Process
Strathmore	Urban Hen Bylaw	Animal Services handles licensing and permits. Municipal Enforcement handles enforcement of the bylaw and appeals.	Urban Hen Bylaw <ul style="list-style-type: none"> The bylaw has sections on prohibitions, pilot program regulations, requirements for an urban hen license, responsibilities of a hen keeper, coop requirements, enforcement. 	<ul style="list-style-type: none"> Strathmore started a two-year Urban Hen pilot project starting June 1, 2022. Max of four hens allowed, no roosters or hens under 16 weeks old. A range of fines are contained in Schedule B (\$115 to \$230). 	<p>An appeal process is in the bylaw and includes:</p> <p>When an appeal is received, the CAO must appoint an Appeal Committee, consisting of 3 members.</p>
	Urban Beekeeping	Animal Services handles licensing and permits. Municipal Enforcement handles enforcement of the bylaw and appeals.	Responsible Animal Control Bylaw <ul style="list-style-type: none"> Schedule B was added to the bylaw to address beekeeping. It includes sections on license requirements, license application and information, responsibilities of a beekeeper, urban beekeeping regulations, hive requirements and enforcement. 	<ul style="list-style-type: none"> One hive per license, per property. Fines are applicable for non-compliance. 	None listed in bylaw
St. Albert	Backyard Hens Licenses	Planning and Development oversees the application process. Municipal Enforcement deals with complaints and investigations.	Hen Bylaw <ul style="list-style-type: none"> The bylaw addresses the terms and conditions of a hen license, responsibilities of a hen keeper, hen keeping general regulations, coop requirements and enforcement. 	<ul style="list-style-type: none"> No more than 6 hens allowed per subject property. Enforcement includes fines (\$250), penalties (license can be revoked) and issuance of municipal violation tags and violation tickets. 	The appeal section in the Hen Bylaw references to a process presided by a Committee of 3 members.

Municipality	Type of Program/ Licensing	Responsible Department(s)	Applicable Bylaw	Additional Information	Appeal Process
St. Albert	Urban Beekeeping	<p>Planning and Development oversees the application process.</p> <p>Municipal Enforcement deals with complaints and investigations.</p>	<p>Urban Beekeeping Bylaw</p> <ul style="list-style-type: none"> The bylaw addresses the number of hives, the setback requirement for the placement of hives, training and mentoring for a beekeeper and provincial regulation requirements. 	<ul style="list-style-type: none"> A maximum of two hives are permitted on one parcel of residential land. Enforcement includes fines (\$250) and penalties (license can be revoked) and issuance of municipal violation tags and violation tickets. 	None listed in bylaw
<p>Strathcona County</p> <p>The ability to have backyard bees and chickens forms part of the Urban Agriculture Strategy, which looks to create opportunities to promote a healthy lifestyle, support community connections and empower residents to learn new skills and pursue entrepreneurial opportunities.</p>	Apiculture and Livestock (including hens, chickens) Permits	<p>Transportation and Agriculture Services manages the Urban Agriculture Strategy.</p> <p>RCMP and Enforcement Services oversees enforcement.</p>	On October 4, 2022, a new Responsible Livestock Ownership Bylaw was approved. It replaces the previous Animal Control and Apiculture Bylaw.	<p>The bylaw addresses:</p> <ul style="list-style-type: none"> Honeybee management – new and updated requirements include: <ul style="list-style-type: none"> Parameters on the number of hives in an area and proximity to other beekeepers, Updated apiculture permit application, An updated over-limit permit application, Expanded fees and charges schedule for infractions, A new temporary livestock event permit application for short term instances such as parades, therapy and educational opportunities, and Banning of new wild boar farms. 	The General Appeals and Review Committee hears appeals of permits filed pursuant to Strathcona County bylaws.

OTHER JURISDICTIONS:

Lethbridge:

While Lethbridge does not currently have any programs or licenses related to hens or beekeeping, the Safety Standing Policy Committee recently heard from a resident about the benefits of backyard hens. The presentation centered around allowing a maximum of four chickens per site. Benefits include increased food security and decreased food waste. A Councillor expressed concern with regulatory burden. The Committee voted to receive the presentation as information, but surveys indicate support for the idea is growing, with 41% of residents in favour of hens according to a 2019 survey, up from 2012 when only 4% were strongly supportive and 23% somewhat supportive.

Parkland County

Parkland County is currently revisiting their Animal Control Bylaw. Council has directed Administration to implement a permanent Chicken Program by amending the Animal Control Bylaw for Council's consideration for lands zoned Country Residential that are less than two acres but not less than one acre. This work is underway and is scheduled to be completed by mid-2023. Public consultation will occur in early 2023 and feedback will be reviewed as part of the bylaw updates. Current bylaw remains in effect until changes are made.

Parkland County does not have any programs or licenses related to beekeeping.

Stony Plain

In 2017, Stony Plain Council considered implementing an urban hen pilot project but ultimately decided against it. Councillors cited challenges around the disposal of dead, sick abandoned animals, potential concerns of neighbours, and the need for stronger deterrents to prevent misconduct. It was felt that there were not enough deterrents in the existing fine system.

Stony Plain does not have any programs or licenses relating to hens or beekeeping.

Urban Farming (Hen and Beekeeping)

Background

- The 2022-2025 Strategic Plan contains an objective to develop an urban agriculture strategy, which includes review of an urban farming policy.
- The City currently does not have an urban farming policy.
- Current City bylaws are silent on whether urban hen and/or bee keeping is permitted.

Purpose

- Provide a report to the Committee on hen and beekeeping licensing in eleven jurisdictions in Alberta
- Request the Committee's direction on how to proceed on assessing whether to regulate such practices in the City.

Jurisdictional Scan

Calgary
Cold Lake
Edmonton
Leduc
Lethbridge
Parkland County

Red Deer
St. Albert
Strathcona County
Strathmore
Stony Plain

Urban Hen Keeping Requirements

- A Premises Identification (PID) number.
- Identification of a local veterinarian (who treats hens);
- Proof of training in an accredited hen keeping course;
- Proof of property ownership where the hen coop is being kept or proof of consent from property's owner;
- A checklist with tasks to prevent spread of disease;
- Approved site plan of hen enclosure;
- Proof that neighbours have been notified in writing of the applicant's intent to participate in the hen keeping program; and
- Proof of relationship with a local mentor to ensure proper care and management of the hens.

Urban Beekeeping Requirements

- A Premises Identification (PID) number;
- Proof of registration (yearly) with the provincial Apiculturist as required by the *Bee Act*;
- Proof of training in an accredited beekeeping course;
- Approved beehive site plan;
- Proof of property ownership where the bee colony is being kept or proof of consent from property's owner;
- Disease and swarm control plan;
- Proof that neighbours have been notified in writing of the applicant's intent to participate in the beekeeping program; and
- Proof of an established relationship with a mentor to ensure proper care and management of the bees.

Considerations

- Additional municipal resources are required.
- Further research is needed to determine the enforcement approach that works best for the city (e.g., education-based to more punitive methods).
- Potential appeals from applicants who have had licenses denied or revoked.
- Pilot programs
- Notice period will be given to those who already have hen coops and/or bee colonies

OPTIONS

Option 1

- Proceed with further research into the feasibility of:
 - A. Hen keeping; or
 - B. Beekeeping; or
 - C. Both beekeeping & hen keeping practices AND conduct public engagement (concurrent to the Community Standards Bylaw project).

If Option 1 Is Chosen:

- Administration will return to this Committee in fall 2023 with the following :
 - Report on what was heard from the engagement;
 - Project plan;
 - Resourcing plan;
 - Implementation plan; and
 - Recommendations for bylaw amendments that will need to be made to enable the desired licensing practices.

Option 2

- Do not proceed on pursuing Urban Farming licensing options at this time.

Questions?





REQUEST FOR DECISION

MEETING DATE: January 16, 2023

TITLE: CP-1014-19 - Automated Traffic Enforcement Policy Update

DIVISION: Community & Protective Services

SUMMARY:

To provide an update to Council regarding mobile Automated Traffic Enforcement discontinuation.

PROPOSED MOTION:

A motion is not required.

BACKGROUND / ANALYSIS:

On August 22, 2022 the following motion was made by Council:

“THAT the recommendation of Administration and the Community Road Safety Advisory Committee to move forward with the elimination of mobile Automated Traffic Enforcement be approved and that Administration be directed to draft amendments to Policy CP-1014-19 - Automated Traffic Enforcement.”

Following Administration’s report at the meeting, Council asked for a rough timeline regarding the implementation of the motion and recommendation. Administration commented that “if everything remained exactly the same our hope would be by fall of 2023.” This included the understanding that the Provincial freeze on new sites or technology would be lifted on November 20, 2022 as originally identified.

On or around this original date, the Government of Alberta announced that it would be extending the freeze for another year (November 30, 2023).

As the report and recommendation included the addition of new Intersection Safety Devices (ISDs) to replace the mobile Automated Traffic Enforcement (ATE), Administration wanted to update Council that this is unable to proceed further with the freeze being extended. As such, the implementation of the motion from Council to proceed is delayed until such time as the freeze is lifted and we can move forward with new ISDs.

OPTIONS / ALTERNATIVES:

Council could choose to proceed with elimination of mobile ATE without replacing with ISD's. Administration would have to bring back a report on implementation timelines, contract implications, and budget impacts at a Regular Council meeting.

CONSULTATION / ENGAGEMENT:

n/a

IMPLEMENTATION / COMMUNICATION:

Administration will provide an update to the Community Road Safety Advisory Committee and post an update on the City's ATE webpage.

IMPACTS:

No impacts at this time except the delay of implementation. The motion from Council still stands at this time as it did not identify any direct timelines. Administration is simply providing an update about the impacts of the Province's announcement.

FINANCIAL IMPLICATIONS:

Maintaining mobile ATE and not introducing new ISDs will result in no financial implications at this time.