

ST. JOHN'S

Committee of the Whole Agenda

November 3, 2021

9:30 a.m.

4th Floor City Hall

Pages

1. Call to Order
2. Approval of the Agenda
3. Adoption of the Minutes
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4. Presentations/Delegations
5. Finance & Administration - Councillor Ron Ellsworth
6. Public Works - Councillor Sandy Hickman
7. Community Services - Deputy Mayor Sheilagh O'Leary
8. Special Events - Councillor Debbie Hanlon
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9. Housing - Councillor Ophelia Ravencroft
10. Economic Development, Tourism & Immigration - Mayor Danny Breen
11. Arts & Culture - Councillor Debbie Hanlon
12. Governance & Strategic Priorities - Mayor Danny Breen
13. Planning - Councillor Ian Froude
14. Development - Councillor Jamie Korab
15. Transportation and Regulatory Services - Councillor Maggie Burton

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16.	Sustainability - Councillor Maggie Burton & Councillor Ian Froude	
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18.	Adjournment	

ST. JOHN'S

Minutes of Committee of the Whole - City Council

Council Chambers, 4th Floor, City Hall

October 20, 2021, 9:30 a.m.

Present: Mayor Danny Breen
Deputy Mayor Sheilagh O'Leary
Councillor Ron Ellsworth
Councillor Sandy Hickman
Councillor Debbie Hanlon
Councillor Jill Bruce
Councillor Ophelia Ravencroft
Councillor Jamie Korab
Councillor Ian Froude
Councillor Carl Ridgeley

Regrets: Councillor Maggie Burton

Staff: Kevin Breen, City Manager
Derek Coffey, Deputy City Manager of Finance & Administration
Tanya Haywood, Deputy City Manager of Community Services
Jason Sinyard, Deputy City Manager of Planning, Engineering & Regulatory Services
Cheryl Mullett, City Solicitor
Ken O'Brien, Chief Municipal Planner
Karen Chafe, City Clerk
Jennifer Squires, Legislative Assistant
Christine Carter, Legislative Assistant

Others Brian Head, Manager of Parks & Public Spaces
David Day, Manager of Emergency Preparedness & Business Continuity
Trina Caines, Policy Analyst

1. **Call to Order**
2. **Approval of the Agenda**

Recommendation

Moved By Councillor Ravencroft

Seconded By Councillor Hanlon

That the agenda be adopted as presented.

MOTION CARRIED

3. **Adoption of the Minutes**
- 3.1 **Adoption of Minutes - September 8, 2021**

Recommendation

Moved By Deputy Mayor O'Leary

Seconded By Councillor Froude

That the minutes of September 8, 2021, be adopted as presented.

MOTION CARRIED

4. **Presentations/Delegations**
5. **Finance & Administration**

5.1 New Emergency and Continuity Management Policy

The Deputy City Manager of Finance and Administration reviewed with Council the newly created Emergency and Continuity Management Policy. It was also noted that from this new policy, the procedures will be developed which will be more critical.

Deputy Mayor O'Leary inquired as to whether the Council representative for St. John's Regional Fire Department would also be a part of this committee. The roles of the committee and those who would be in the Emergency Operations Centre during an emergency was discussed.

Recommendation

Moved By Councillor Ellsworth

Seconded By Councillor Ridgeley

That Council approve the new Emergency and Continuity Management Policy and rescind associated related policies.

MOTION CARRIED

6. Public Works

6.1 Windsor Lake Water Treatment Plant Equipment Reserve Fund Replacement of UPS Batteries

Councillor Hickman reviewed the Decision Note on proceeding with a purchase from the Equipment Reserve Fund to replace existing UPS system batteries at the Windsor Lake Water Treatment Plant.

Recommendation

Moved By Councillor Hickman

Seconded By Councillor Ridgeley

That Council approve access to funding from the Windsor Lake WTP Equipment Reserve Fund to support the purchase of this equipment.

MOTION CARRIED

7. Community Services

8. Special Events

9. Housing

10. Economic Development

11. Tourism and Culture

12. Governance & Strategic Priorities

12.1 Strategic Plan Quarter 3 Report, Our City, Our Future

The City Manager presented the Strategic Plan Quarter 3 Report - Our City, Our Future.

The City's 10-year strategic plan, Our City, Our Future, which was launched in 2019, is now in its third year. A public dashboard shows the status of each of the initiatives outlined in the plan. Quarterly reporting to

Council includes written commentary on each of the initiatives which provides detailed updates and outlines whether there have been challenges or changes to progress.

As the City continues to operate during unprecedented times, the progress on some initiatives has been impacted. Overall, progress on the strategic directions as a whole since the plan was launched has been positive.

Specifically:

- A Sustainable City – 78% of outcomes complete
- A City that Moves – 79% of outcomes complete
- A Connected City – 80% of outcomes complete
- An Effective City – 81% of outcomes complete

This Quarter 3 progress report notes that two (2) strategic plan initiatives have been completed since the last progress update bringing the total of completed projects for 2021 to 17. Five (5) CI projects have been completed since the last update. Of the remaining initiatives in the strategic plan for 2021, the breakdown of their status is as follows:

- 34 on track
- 12 behind
- 20 overdue
- 1 not started

Councillor Froude enquired about the following:

- Status of completion of the Storm Water Retention policy, and its referral back to Council pending input with developers. The Deputy City Manager of Planning, Engineering and Regulatory Services advised that it was referred back and feedback was received, some of which has been incorporated into the plan. He noted that it will come back to Council for review.
- Within the Resilient St. John's Community Climate Action Plan, there is a Corporate Climate Plan and a Community Plan being developed. Staff were able to secure funding from the Federation of Canadian Municipalities Climate Action Plan in the amount of \$49,000 to help cover the cost of the initiative.
- Status and timeline of construction of Kelly's Brook Gerry's Pathway. The Deputy City Manager advised that due to the staff turnover in the Transportation and Engineering Division, the timeline for completion is uncertain but he would apprise Council as this becomes more clear.

- Questioned what is meant by the change in scope regarding the upgrade of technology for the Foran-Greene Room. The Deputy City Manager of Finance and Administration advised that they are reassessing the project in light of the pandemic and whether or not a full upgrade of the room is still required. Council will be kept apprised.

The Mayor thanked the Staff for the great work on these projects despite the challenges of the last eighteen months during the pandemic.

12.2 Royal St. John's Regatta Committee Hall of Fame Induction Ceremony Luncheon and Awards Dinner

Mayor Breen advised that traditionally the City sponsors the Regatta Hall of Fame luncheon ceremony as a part of the City's support for the Royal St. John's Regatta Committee. The Foran-Green room has also been made available for the Awards dinner. The request received is asking that Council fund the Hall of Fame Induction Ceremony luncheon and provide funding for half the cost of the Awards Dinner at a venue to be determined. Funding for this is available in the City's Civic Events budget.

Recommendation

Moved By Councillor Ellsworth

Seconded By Councillor Hickman

That Council fund the Hall of Fame Induction Ceremony luncheon and provide funding for half the cost of the Awards Dinner at a venue to be determined.

MOTION CARRIED

13. Planning & Development

13.1 19 King's Bridge Road, MPA2100004

Councillor Ellsworth abstained from participating in the discussion of this agenda item due to a conflict of interest.

Recommendation

Moved By Councillor Froude

Seconded By Deputy Mayor O'Leary

That Council consider rezoning the property at 19 King's Bridge Road from the Institutional (INST) Zone to the Commercial Neighbourhood (CN)

Zone to allow an Office, Clinic or similar uses; and that the application be advertised and referred to a virtual public meeting chaired by an independent facilitator. This would also require a Municipal Plan amendment

MOTION CARRIED

13.2 342 Main Road, REZ2100001

Discussion and a decision on this was deferred pending further review.

Recommendation

Moved By Councillor Ridgeley

Seconded By Councillor Hanlon

That Council defer decision on this.

MOTION CARRIED

14. Transportation and Regulatory Services & Sustainability

15. Other Business

16. Adjournment

There being no further business the meeting adjourned at 10:05 am.

Mayor

DECISION/DIRECTION NOTE

Title: SERC – Churchill Park Music Festival 2022

Date Prepared: October 27, 2021

Report To: Committee of the Whole

Councillor and Role: Councillor Debbie Hanlon, Special Events Regulatory Committee

Ward: Ward 4

Decision/Direction Required:

That Council approve dates for the 2022 Churchill Park Music Festival

Discussion – Background and Current Status:

The Special Events Regulatory Committee has met with Mighty Quinton Concerts to review their application to host an outdoor concert series in Churchill Park.

Event Details:

- The exact dates have not been confirmed however they are looking for four nights occurring over two weekends between August 12 - 14 and August 19 – 21.
- Event time will be 4pm – 11pm.
- Event is 19+.
- Capacity will be 10,000 people per concert.
- Site map is attached.

In 2018, ahead of the previously planned event, the organizer engaged with area residents to obtain feedback. In addition to advising the residents in the neighbourhood and providing an email contact for feedback, the organizer held a public meeting to discuss the event. Two residents attended the meeting and neither were opposed.

The request before you today is to formalize the tentative hold previously approved by members of Council on September 27, 2021.

The Special Events Regulatory Committee will continue to work with the organizer regarding all regulatory aspects of the event.

Key Considerations/Implications:

1. Budget/Financial Implications: N/A
2. Partners or Other Stakeholders:
Mighty Quinton Concerts
3. Alignment with Strategic Directions/Adopted Plans:
Connected City
4. Legal or Policy Implications: N/A
5. Privacy Implications: N/A
6. Engagement and Communications Considerations: N/A
7. Human Resource Implications: N/A
8. Procurement Implications: N/A
9. Information Technology Implications: N/A
10. Other Implications: N/A

Recommendation:

That Council approve the 2022 Churchill Park Music Festival for 4 event dates out of 6 noted below, 2 per weekend:

- Friday, August 12 - Sunday, August 14, 2022
- Friday, August 19 - Sunday, August 21, 2022

Prepared by: Christa Norman, Special Projects Coordinator

Approved by: Jennifer Langmead, Supervisor – Tourism and Events

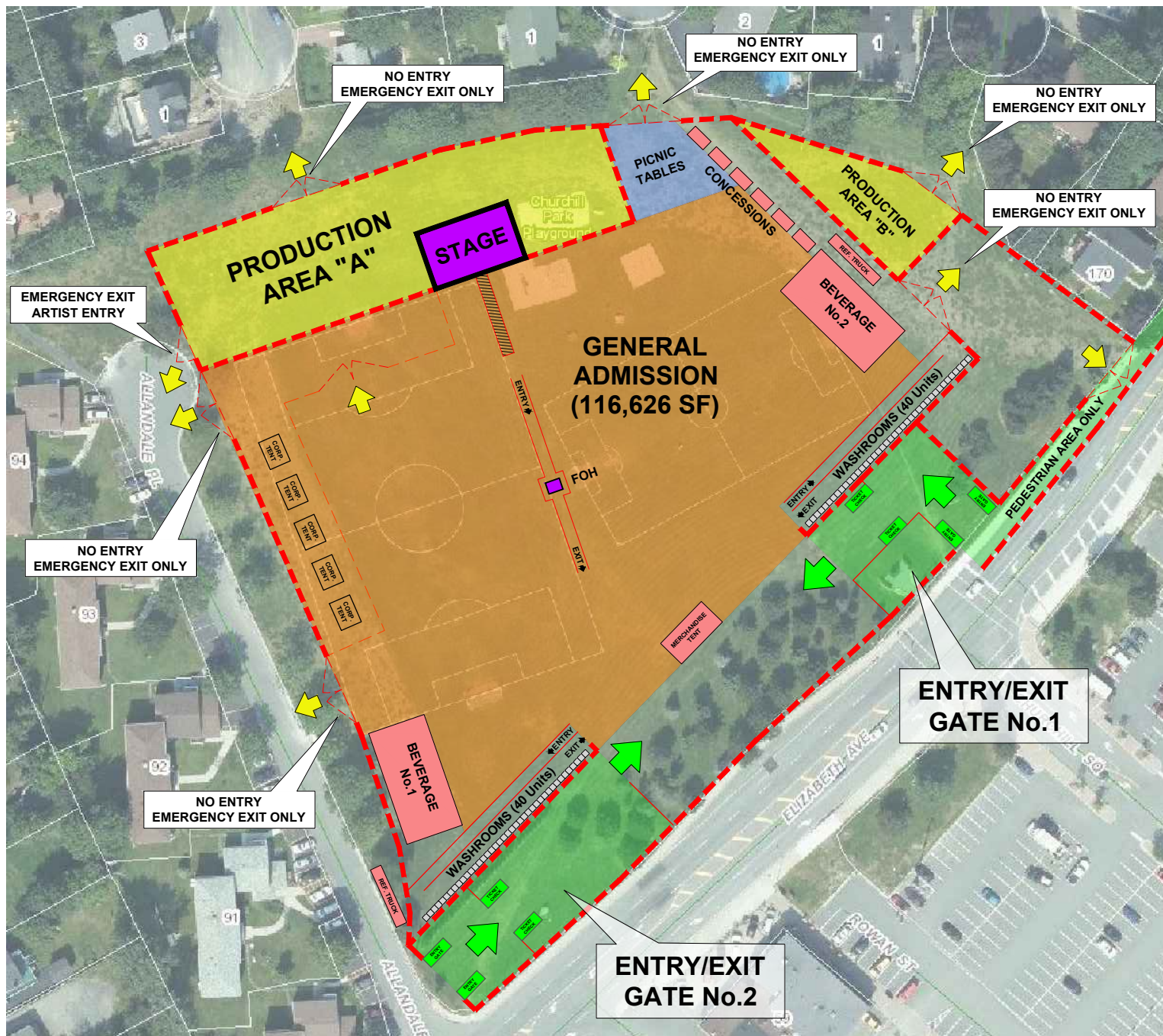
Report Approval Details

Document Title:	SERC - Churchill Park Music Festival 2022.docx
Attachments:	- 2021-09-08_Churchill Park-Event Site Plan.pdf
Final Approval Date:	Oct 27, 2021

This report and all of its attachments were approved and signed as outlined below:

Jennifer Langmead - Oct 27, 2021 - 3:22 PM

Tanya Haywood - Oct 27, 2021 - 4:18 PM



EVENT SITE PLAN LEGEND

- PEDESTRIAN ACCESS AREA
- GENERAL ADMISSION
- CONCESSIONS
- WASH ROOMS
- PRODUCTION AREA
- STAGE
- PICNIC TABLE AREA
- PEDESTRIAN ACCESS
- EMERGENCY EXIT
- PERIMETER FENCE

STRUCTURE AREAS

BEVERAGE No.1: 3,200 SF
 BEVERAGE No.2: 3,200 SF
 MERCHANDISE TENT: 800 SF
 CONCESSIONS: 720 SF
 CORPORATE TENTS: 1,500 SF
 STAGE: 2,600 SF
 FRONT OF HOUSE (FOH): 80 SF
 WASHROOMS: 1,280 SF
 REFRIGERATED TRUCK: 688 SF

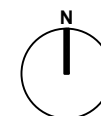
EXITING WIDTHS

GENERAL ADMISSION : 260 Ft
 PRODUCTION AREA "A": 75 Ft
 PRODUCTION AREA "B": 50 Ft

PROPOSED EVENT SITE PLAN

Churchill Park, St. John's, NL

September 8, 2021



INFORMATION NOTE

Title: WWH Quidi Vidi Inner Gut Pilot Project

Date Prepared: October 28, 2021

Report To: COTW

Councillor and Role: Councillor Maggie Burton, Transportation & Regulatory Services

Ward: Ward 2

Issue: Provide Council with an overview of feedback regarding the Summer 2021 Pilot Project in the Inner Gut area of Quidi Vidi Village

Discussion – Background and Current Status:

Based on feedback received from residents and businesses in the Quidi Vidi area in June 2021, a pilot project was implemented on July 16 which made the “inner gut” car free except for local access and deliveries by reducing access to Stone’s Rd and Barrow’s Rd. Security/barricades were put in place at entry points to Barrow’s and Stone’s Rd with commissionaires in place who allowed access by vehicle based on criteria above. The pilot ran from noon Fridays to 10 p.m. on Sunday for six weeks. Cyclists were allowed access through the space and a bike rack was located at The Plantation. Parking locations on Cadet Rd and other areas of Quidi Vidi were promoted as was public transit. Speed bumps were installed in five locations to reduce speeds.

Attached to this note is a summary of what was heard during the engagement process which took place in September. Feedback from residents and businesses was positive with residents noting that it improved safety and security in the area. There is interest in seeing a similar project in 2022 with some noting they would like to see the pilot implemented full time, year-round or at least during the summer months. Residents felt the speed bumps worked to slow traffic but not necessarily to reduce the volume of traffic.

Key Considerations/Implications:

1. Budget/Financial Implications: \$15,149.96 for the Commissionaires and approximately \$6,000 for the installation and removal of speed cushions
2. Partners or Other Stakeholders:
3. Alignment with Strategic Directions/Adopted Plans: While not a noted project in the 2021 Action plan, this project does help advance the directions to be A Connected City and A City that Moves

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4. Legal or Policy Implications: N/A
5. Privacy Implications: N/A
6. Engagement and Communications Considerations: Engagement took place in June regarding the potential for the pilot project. Based on feedback, the pilot was put in place and then feedback was sought on how well the pilot achieved its objectives.
7. Human Resource Implications: N/A
8. Procurement Implications: N/A
9. Information Technology Implications: N/A
10. Other Implications: N/A

Conclusion/Next Steps:

To determine if this project will proceed next summer as it was in 2021 or if it will expand to other days during the week. Residents and businesses in the area had an opportunity to provide feedback after the project concluded.

There was another attraction in the area in 2021 that was not part of the Inner Gut Pilot and that was “The Wharf” where they had a shuttle bus providing transportation to the area. At this point it is unknown if The Wharf will operate next summer.

Residents indicated in the WWH document that they would like this to continue in 2022 but with expanded operating hours.

Internal discussion will occur this fall on what the next steps will be for the future of this project.

Report Approval Details

Document Title:	WWH Quidi Vidi Pilot Project.docx
Attachments:	- What we Heard QV Pilot Oct 2021.pdf
Final Approval Date:	Oct 28, 2021

This report and all of its attachments were approved and signed as outlined below:

Scott Winsor - Oct 28, 2021 - 3:24 PM

Jason Sinyard - Oct 28, 2021 - 3:53 PM

OUR CITY. OUR FUTURE.



Quidi Vidi Inner Gut Closure Pilot Project

What We Heard From Public Engagement About the Pilot
Oct. 2021

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Disclaimer

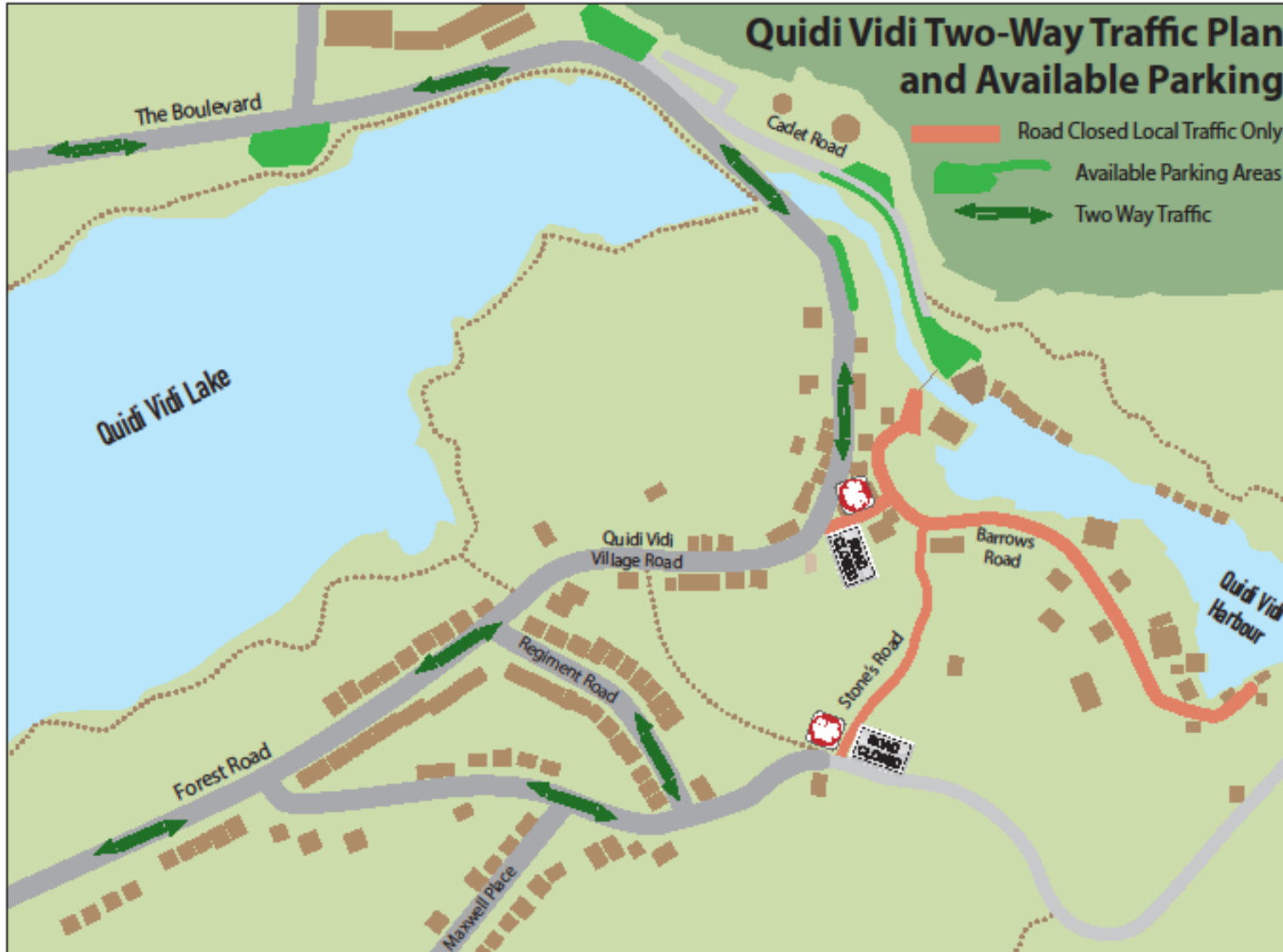
- This document aims to provide a summary of what was heard from participants during the public engagement process. It is not meant to reflect the specific details of each submission or conversation word-for-word.
- The City produces a What We Heard document for every city-lead project where public engagement is used to share back with the community the commentary collected and to ensure we heard you correctly.
- The City protects the privacy of those who provide their feedback as per Access to Information and Privacy Legislation.
- The full scope of commentary is used by the project team, city staff, and Council to help inform recommendations and decisions.

Context and Background

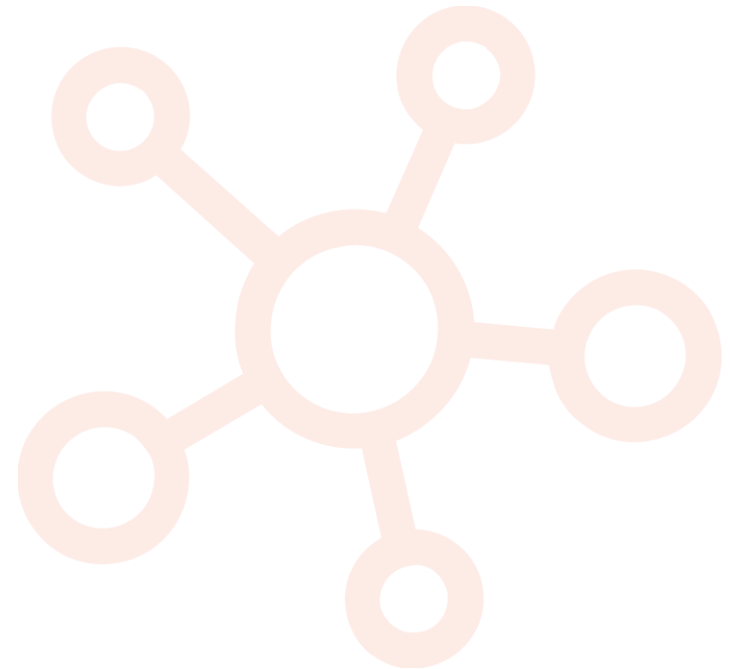
- Quidi Vidi Village is an area with narrow roads and scenic beauty. It is also an attraction for tourists and other visitors, and those who use the slipway for fishing.
- There are businesses and residents in the area as well as operations such as the Plantation, an artisan incubator.
- There is a history of complaints related to traffic and congestion in Quidi Vidi.
- In 2018 the City upgraded parking at Cadet Rd and reinstated parking on one side of Cuckhold's Cove Rd.
- In 2020, speed cushions were installed on a trial basis.
- The pandemic created more desire for outdoor, pedestrian friendly spaces.

Scope of Pilot Project 2021

- Based on feedback received from residents and businesses in the Quidi Vidi area in June 2021, a pilot project was implemented on July 16 which made the “inner gut” car free except for local access and deliveries by reducing access to Stone’s Rd and Barrow’s Rd.
- Security/barricades were put in place at entry points to Barrow’s and Stone’s Rds with commissionaires in place who allowed access by vehicle based on criteria above.
- The pilot ran from noon Fridays to 10 p.m. on Sunday for six weeks.
- Cyclists were allowed access through the space and bike racks were available at the Plantation.
- Parking locations on Cadet’s Rd and other areas of Quidi Vidi were promoted as was public transit.
- Speed bumps were installed in five locations to reduce speeds.



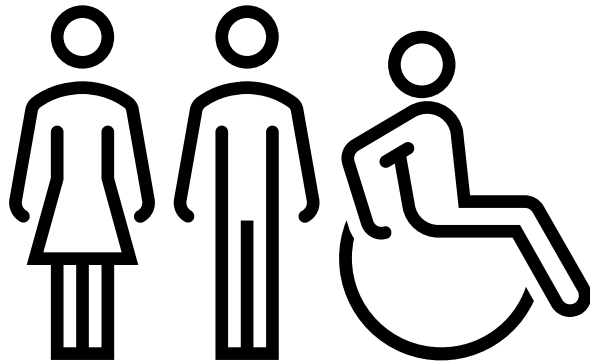
Pilot Project



Purpose of Public Engagement Following the Pilot Project

- Reach all residents and businesses in the Quidi Vidi (QV) area to get their input on the pilot project, how it worked, what was challenging or tricky, what they would like to see changed/improved in the future.
- Share information and invite input from other users of QV to ensure they had an opportunity to provide feedback about their experience.
- Provide information to staff who will make recommendations to Council on decisions for any future projects.

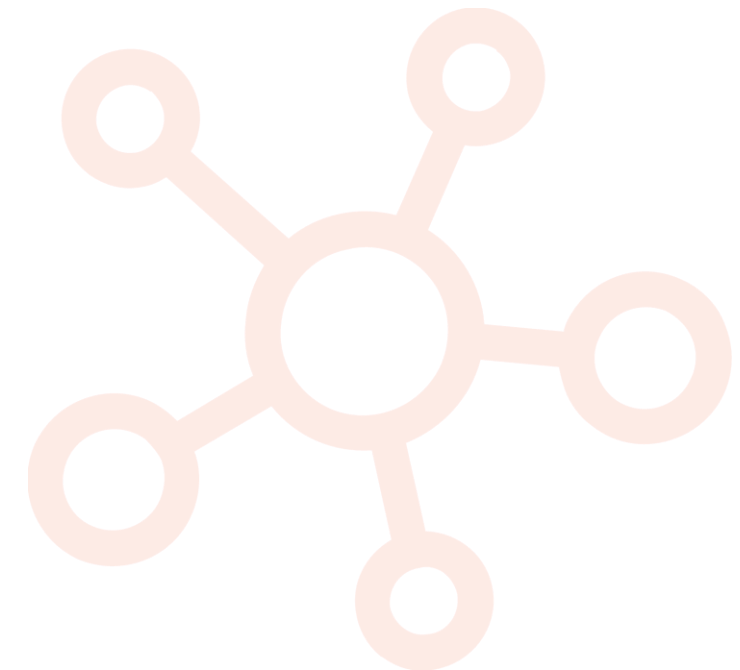
Stakeholders



- People who live in the inner gut, especially in the road closure areas
- Residents of Quidi Vidi Village generally
- Businesses operating in Quidi Vidi Village and their employees
- Regular users of the inner gut
- People who travel through Quidi Vidi Village regardless of mode of transport

Promotion and Public Engagement Tools

- Addressed mail to all households and businesses in Quidi Vidi Village with a unique code for a survey
- Project page on engagestjohns.ca with Surveys for the public
- Emails to engage@stjohns.ca
- Phone calls via 311, Council, and staff



Points of Engagement

- 3 emails (from residents in the inner gut area); 4 from people outside the QV area
- 204 visits to EngageStJohns.ca project page; 33 actively engaged
- 18 people completed the survey designed for residents and businesses in Quidi Vidi (6 who live inside the closed area and 12 who live in Quidi Vidi generally)
- Feedback from one private enterprise and the QV Plantation



Promotion of Public Engagement

- Newsletter through engagestjohns.ca – more than 3200 registered users, 49% open rate
- Email to everyone who submitted feedback during the June consultation period
- Addressed mail to 200 plus addresses in Quidi Vidi
- 1 post on facebook
 - Post Impressions 6,305
 - Post Reach 3,630



What we heard about the inner gut closure from residents who live in the inner gut

What worked well?

- Reduced traffic
- Increased safety
- Security on site
- Family friendly
- Commissionaires on site

What was challenging?

- Some people driving said they lived in the area, but did not
- Intoxicated people visiting establishments in the area loitering in the neighbourhood

Do differently next time?

- Keep it closed seven days a week
- Keep it in place year round
- Need security after the closure time
- Increased signage

3.7/5
rating overall

Residents also noted that once the pilot was no longer in place, they could both see and feel the difference in the area (more congestion, traffic). Some comments about noise from businesses in the area.

What we heard about the inner gut closure from residents who live in Quidi Vidi but not in the inner gut

What worked well?

- Reduced traffic/congestion
- Increased safety/security
- Positive for the neighbourhood generally

What was challenging?

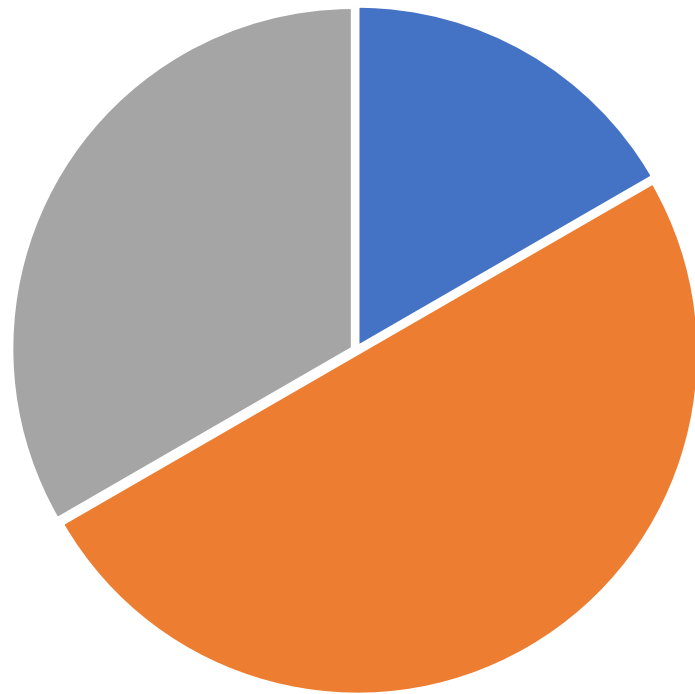
- Lack of signage to help people know where things were (especially tourists)
- Concerns about the amount of traffic let in the closed areas
- Bottleneck on Barrows Rd
- Parking
- Too many speed bumps
- Crowds of people walking in the Village

Do differently next time?

- Keep the Village closed to traffic
- Provide a pass to those who need access to closed areas (local traffic)
- Expand it to more streets
- Make it one way
- Signage needed
- Walking access from Forest Rd.

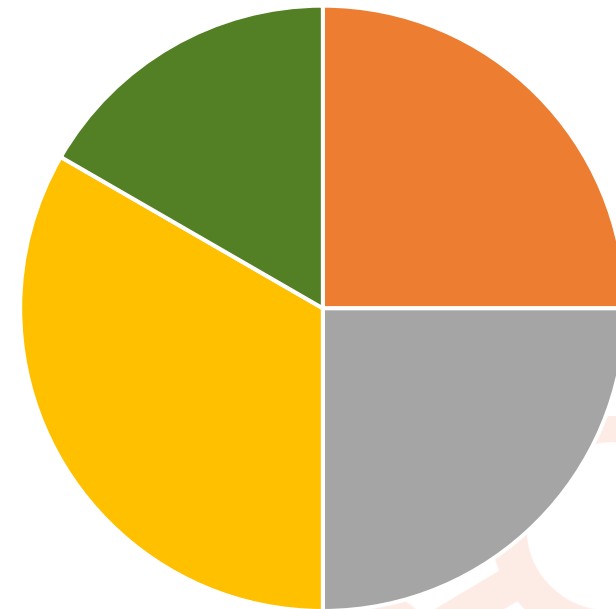
4/5
rating overall

How well did the pedestrian zone work to reduce traffic?



■ Not at all ■ Very well ■ Extremely well

People inside the road closures

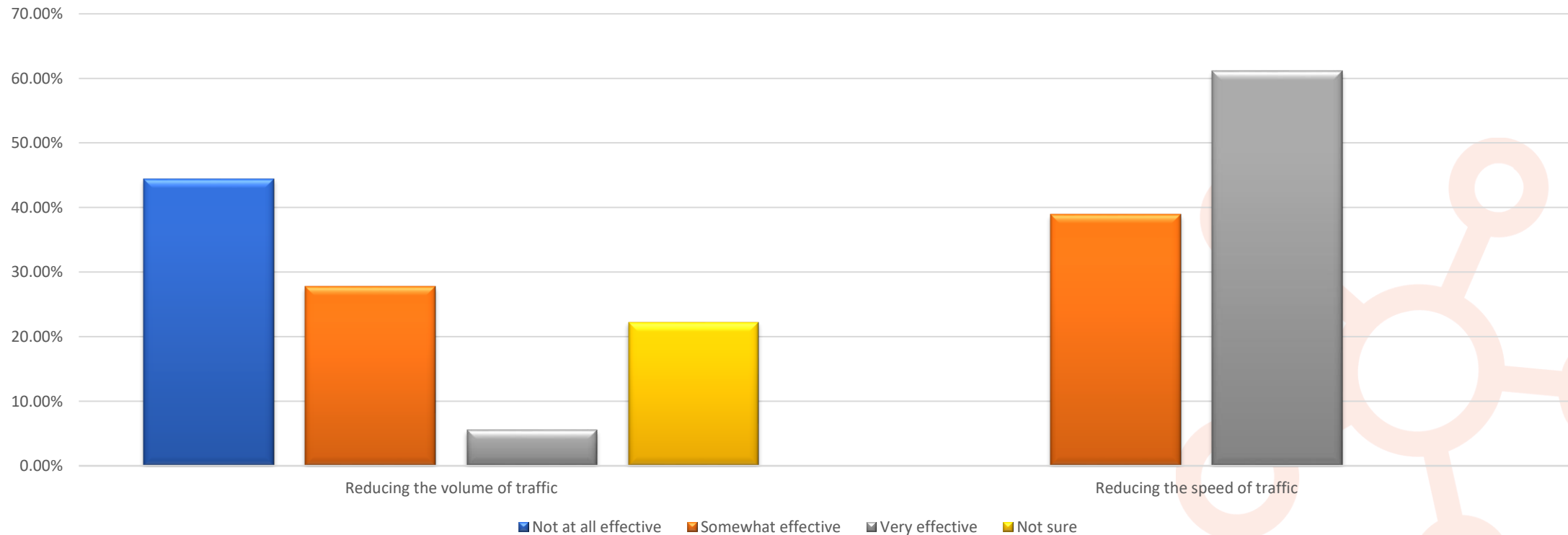


■ Very well ■ Extremely Well ■ Somewhat well ■ Not sure

People in QV but outside the road closures

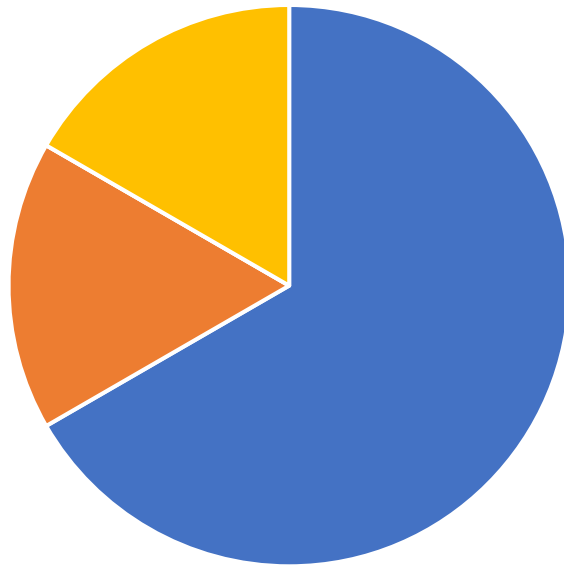
What we heard about the speed bumps

Speed bumps were installed in five locations in and around Quidi Vidi during the pilot project. How effective were these speed bumps at achieving the following?



Would residents like to see this type of project in 2022?

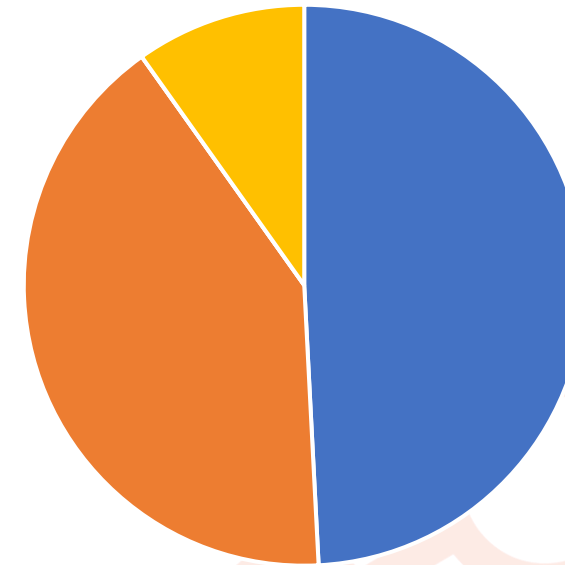
Would you like to see the same or similar project for 2022



■ Yes same as 2021 ■ Yes but different hours ■ Not sure yet ■ No

Residents living inside the road closure area

Would you like to see the same or similar project for 2022?



■ Yes same as 2021 ■ Yes but different hours ■ Not sure yet ■ No

Residents in QV living outside the road closure area

What we heard about the inner gut closure from businesses

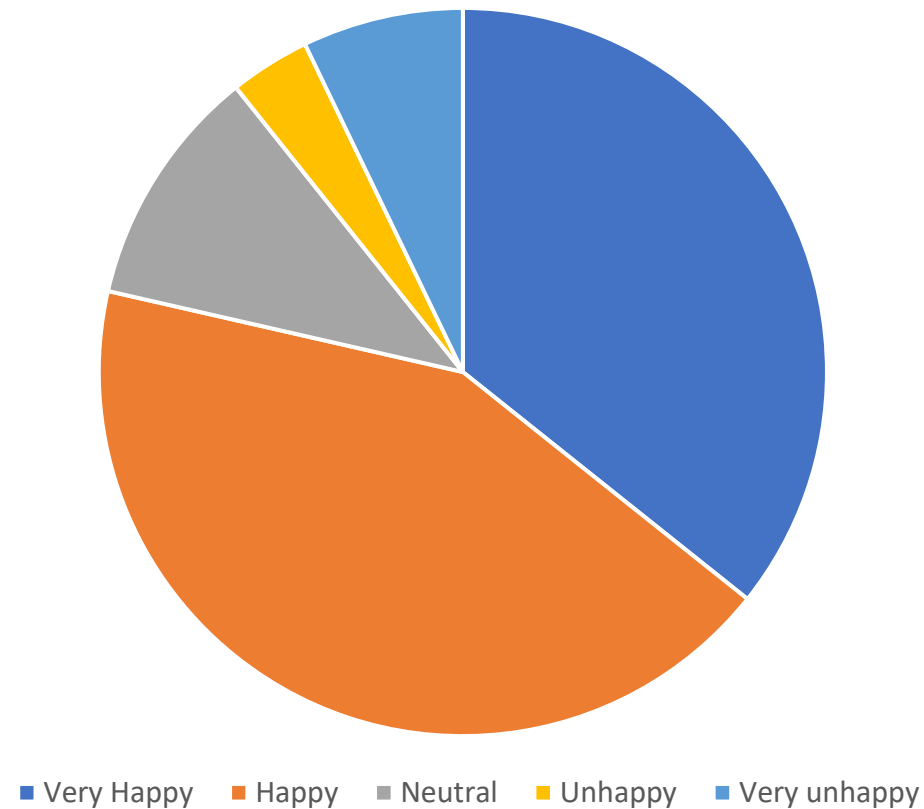
- For the most part it worked to allow the necessary flow in and out of the closed area; however, there was only one private business who provided direct feedback to the pilot.
- The QV Plantation noted it worked well, ease of vendors in and out was good, access to the parking lot outside the facility was excellent; the private shuttle helped move people in and out of the area; private enterprise known as the Wharf at Quidi Vidi positively impacted # of visitors in the area as well.

Feedback from EngageStJohns.ca users

- 53% of responses were from people who live in Ward 2.
- 85% of people who completed the survey had visited the area during the pilot; of those who did not, the primary reasons were: not aware, health challenges, not accessible by wheelchair, time constraints, bus route challenges.
- Of those who visited 58% used a personal vehicle; 40% walked and the remaining were dropped off or biked there.
- For those who used a personal vehicle, 65% said parking was good or excellent.
- Reasons for visiting the area in order of mentions were: walk around/check it out; visit a business in the area; go to the Plantation; visit family and friends; recreational fishing.

What we heard from EngageStJohns.ca users

How would they describe their experience visiting QV this summer?



Overall, those who visited had a mostly positive experience.



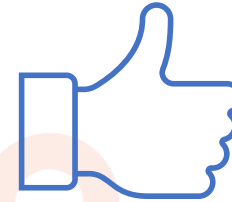
Next Steps



Release What we Heard



Council to review



Recommendations for future
projects and budget considerations

Follow the project page or sign up to receive notifications at engagestjohns.ca

To stay informed



Welcome to Engage! St John's

This online public engagement space allows you to contribute your ideas and feedback on City projects and initiatives that matter to you! Sign up and join the conversation.

[Register to get involved!](#)

Featured Projects



Downtown Pedestrian Mall 2021
 03 October 2021

The City of St. John's opened the Downtown Pedestrian Mall (the Mall) on July 2, 2021. The Mall ran every day during the summer from 12 to 10. Consultation has concluded, stay tuned for a What we Heard soon



Quidi Vidi Pedestrian-Only Zone
 03 October 2021

Following an engagement process in June, St. John's City Council implemented a pedestrian-only/local-traffic only zone in the "inner out" as a Consultation has concluded, stay tuned for a What we Heard soon

DECISION/DIRECTION NOTE

Title: Taxi Rate Increase

Date Prepared: October 26, 2021

Report To: Committee of the Whole

Councillor and Role: Councillor Maggie Burton, Transportation & Regulatory Services

Ward: N/A

Decision/Direction Required:

A decision is required on a proposed increase in taxi rates.

Discussion – Background and Current Status:

The City's role in the taxi industry is to:

- ensure the vehicle is licensed by the Government of Newfoundland & Labrador as a taxi pursuant to the Highway Traffic Act (i.e.: the vehicle has a "T" license plate);
- ensure the vehicle has a valid inspection certificate from a licensed garage recognized by the Province;
- ensure the vehicle has appropriate insurance coverage;
- ensure the taxi license decals are properly affixed to the vehicle;
- ensure the taxi meters are properly calibrated; and
- set the maximum taxi fare rates.

Taxi fare rates are reviewed by Council from time to time at the request of industry. Recently the majority of taxi owners representing approximately 95% of all taxi licenses (City Wide, Bugden's, Newfound, Jiffy and Independent) approached the City requesting an increase in rates. The last increase in rates was in 2011. Since that time minimum wage has increased by 28% and the CPI for Transportation for NL has increased by 19% from December 2011 to December 2020 (the increase for 2021 is not yet available). The CPI includes the cost of gas but gas has risen considerably since December 2020 and therefore the 19% does not reflect this additional increase. Furthermore, the CPI for transportation does not account for the substantial increases in taxi insurance since 2011. Since 2011 taxi insurance rates have increased by over 200%.

The current rates with tax included (HST was 13% at that time) are:

- Flag Rate: \$3.75 (which includes the first 1/8th of a km or part thereof)
- Distance Rate: \$2.00 per kilometer (charged at \$0.25 per 1/8th of a km or part thereof)
- Waiting Rate: \$32.50 per hour waiting time while under engagement

The proposed rates with tax included (15% HST) are:

- Flag Rate: \$4.50 (which includes the first 1/10th of a km or part thereof)
- Distance Rate: \$2.50 per kilometer (charged at \$0.25 per 1/10th of a km or part thereof)

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- Waiting Rate: \$40.50 per hour waiting time while under engagement

For cash transactions it is important for both the driver and the customer that the meter increases by \$0.25 intervals, therefore rather than increase the 1/8th of a kilometer rate it is necessary to reduce the distance over which the \$0.25 rate applies. This has been reduced from 1/8th to 1/10th.

The percentage increases are summarized as follows:

	Current Rate	Proposed Rate	Increase
Flag Rate	\$3.75	\$4.50	20%
Distance Rate per KM	\$2.00	\$2.50	25%
Waiting Rate per Hour	\$32.50	\$40.50	25%

A number of trial runs were conducted to see what impact this would have on the cost of a typical taxi ride. As expected the overall cost increased by about 23%. For example:

- Downtown to Airport Departures increased 22% from \$21.25 to \$26.00;
- Downtown to Southlands Community Centre increased 23% from \$30.00 to \$37.00
- Downtown to Health Science Centre increased 24% from \$12.50 to \$15.50

Key Considerations/Implications:

1. Budget/Financial Implications:

There are no budget or financial implications for the City. There are financial implications for users of taxis and for the taxi industry with the cost of a taxi ride increasing by approximately 23%.

It should be noted that such an increase could be implemented as one single increase or as a two step increase over a period of months.

2. Partners or Other Stakeholders:

Taxi industry

Users of the taxi industry

3. Alignment with Strategic Directions/Adopted Plans:

Having a sustainable taxi industry aligns with the City Strategic Plan goal of having a City that moves by ensuring a balanced transportation network.

4. Legal or Policy Implications:

A revision will have to be made to Schedule A of the Taxi By-Law.

5. Privacy Implications: N/A

6. Engagement and Communications Considerations:

The City will have to create a communications strategy to advise residents prior to any rate changes coming into affect.

7. Human Resource Implications: N/A
8. Procurement Implications: N/A
9. Information Technology Implications: N/A
10. Other Implications:

Recommendation:

That Council approve an increase in taxi rates to:

- Flag Rate: \$4.50 (which includes first 1/10th of a km or part thereof);
- Distance Rate: \$2.50 per kilometre (charged at \$0.25 per 1/10th of a km or part thereof; and
- Waiting Rate: \$40.50 per hour waiting time while under engagement

Prepared by: Jason Sinyard

Approved by: Jason Sinyard

Report Approval Details

Document Title:	Taxi Rate Increase.docx
Attachments:	
Final Approval Date:	Oct 28, 2021

This report and all of its attachments were approved and signed as outlined below:

No Signature - Task assigned to Randy Carew was completed by workflow administrator Karen Chafe

Randy Carew - Oct 28, 2021 - 7:55 PM

Jason Sinyard - Oct 28, 2021 - 7:59 PM