



CITY OF YELLOWKNIFE

## Council Agenda

**Monday, August 26, 2024 at 7:00 p.m.**

**Welcome to the**

### **REGULAR MEETING OF COUNCIL**

Council Chamber, City Hall  
4807 - 52nd Street  
Yellowknife

All presentations pertaining to items on the Agenda for the meeting shall be heard under the “Delegations Pertaining to Items on the Agenda,” portion of the Order of Business. All presentations pertaining to items not on the Agenda shall be heard under the “Delegations Pertaining to Items Not on the Agenda” portion of the Order of Business.

The following procedures apply to all delegations before Council:

- a. all delegations shall address their remarks directly to the Presiding Officer and shall not pose questions to individual Members or Administration;
- b. each presenter shall be afforded five minutes to make their presentation;
- c. the time allowed to each presenter may be extended beyond five minutes by a resolution of Council;
- d. after a person has spoken, any Member may, through the Presiding Officer, ask that person or the City Administrator relevant questions; and
- e. no debate shall be permitted on any delegation to Council either between Members or with an individual making a presentation.

Please refer to By-law No. 4975, the Council Procedures By-law, for the rules respecting the procedures of Council.

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**COUNCIL:**

Mayor Rebecca Alty

Councillor S. Arden-Smith  
Councillor Garrett Cochrane  
Councillor Ryan Fequet  
Councillor Ben Hendriksen

Councillor Cat McGurk  
Councillor Tom McLennan  
Councillor Steve Payne  
Councillor Rob Warburton

All annexes to this agenda may be viewed on the City’s website [www.yellowknife.ca](http://www.yellowknife.ca) or by contacting the City Clerk’s Office at 920-5602.



**Item No.**

**Description**

**OPENING STATEMENT**

1. Councillor Cochrane will read the Opening Statement.

**The City of Yellowknife acknowledges that we are located in Chief Drygeese territory. From time immemorial, it has been the traditional land of the Yellowknives Dene First Nation. We respect the histories, languages, and cultures of all other Indigenous Peoples including the North Slave Métis, and all First Nations, Métis, and Inuit whose presence continues to enrich our vibrant community.**

**AWARDS, CEREMONIES AND PRESENTATIONS**

2. There were no awards, ceremonies or presentations for the agenda.

**ADOPTION OF MINUTES FROM PREVIOUS MEETING(S)**

Previously  
Distributed

3. Minutes of Council for the regular meeting of Monday, July 22, 2024 are presented for adoption.

4. Councillor Cochrane moves,  
Councillor \_\_\_\_\_ seconds,

**That Minutes of Council for the regular meeting of Monday, July 22, 2024 be presented for adoption.**

Unanimous	In Favour	Opposed	Carried / Defeated
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**DISCLOSURE OF CONFLICT OF INTEREST AND THE GENERAL NATURE THEREOF**

5. Does any Member have a conflict of interest in any matter before Council today?

**CORRESPONDENCE & PETITIONS**

6. There was no correspondence nor were there any petitions for the agenda.

**STATUTORY PUBLIC HEARINGS**

7. There were no Statutory Public Hearings for the agenda.



**Item No.**                      **Description**

**DELEGATIONS PERTAINING TO ITEMS ON THE AGENDA**

8.                      There were no delegations pertaining to items on the agenda.

**MEMBER STATEMENTS**

9.                      There were no statements for the agenda.

10.                     Are there any Member statements from the floor?

**INTRODUCTION AND CONSIDERATION OF COMMITTEE REPORTS**

Councillor Cochrane will introduce the following reports:

11.                     Governance and Priorities Committee Report for July 22, 2024.

12.                     Councillor Cochrane moves,  
Councillor \_\_\_\_\_ seconds,

**That Council adopt the draft Workplace Violence Policy.**

Unanimous	In Favour	Opposed	Carried / Defeated
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13.                     Councillor Cochrane moves,  
Councillor \_\_\_\_\_ seconds,

**That Council:**

- 1. Endorse the approach described herein to bring forward a repeal and replacement of Livery Licence By-law No. 4526, as amended; and**
- 2. Direct Administration to engage key stakeholders and the public to refine the proposed amendments, and report back with by-laws required to enact these regulations and a plan and schedule for implementation.**

Unanimous	In Favour	Opposed	Carried / Defeated
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14.                     Councillor Cochrane moves,  
Councillor \_\_\_\_\_ seconds,

**That the fee for a development appeal be increased from \$25 to \$2,500 and that fee be waived for low income citizens and/or families that are eligible for Access for All Program.**



**Item No.**

**Description**

Unanimous	In Favour	Opposed	Carried / Defeated
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15.

Councillor Cochrane moves,  
Councillor \_\_\_\_\_ seconds,

**That Council direct Administration to review and modernize the Development Appeal Board, and enhance staff and board capacity. Questions to be considered include:**

- **Whether there’s a need for external board training?**
- **Whether there’s a need for an increase to board honorariums?**
- **Whether a deputy secretary – either internal or external – can provide back-up to the secretary for redundancy, and how that would work?**
- **Whether there are any internal process improvements?**
- **Whether there are any changes needed to our by-laws to make improvements?**
- **What extra support would be needed to improve or speed up the process?**

Unanimous	In Favour	Opposed	Carried / Defeated
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**NEW BUSINESS**

16.

There was no new business for the agenda.

17.

Is there any new business from the floor?

**ENACTMENT OF BY-LAWS**

18.

There were no by-laws for the agenda.

**DEFERRED BUSINESS AND TABLED ITEMS**

19.

There was no deferred business and there were no tabled items for the agenda.

20.

Is there any deferred business or are there any tabled items from the floor?

**OLD BUSINESS**

21.

There was no old business for the agenda.



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**Item No.**

**Description**

22. Is there any old business from the floor?

**NOTICES OF MOTION**

23. There were no notices of motion for the agenda.

24. Are there any notices of motion from the floor?

**DELEGATIONS PERTAINING TO ITEMS NOT ON THE AGENDA**

25. There were no delegations pertaining to items not on the agenda.

**ADMINISTRATIVE ENQUIRIES**

26. There were no administrative enquiries for the agenda.

27. Are there any administrative enquiries from the floor?

**ADJOURNMENT**



CITY OF YELLOWKNIFE

## GOVERNANCE AND PRIORITIES COMMITTEE REPORT

**Monday, July 22, 2024 at 12:05 p.m.**

Report of a meeting held on Monday, July 22, 2024 at 12:05 p.m. in the City Hall Council Chamber. The following Committee members were in attendance:

Chair: Mayor R. Alty,  
Councillor S. Arden-Smith,  
Councillor G. Cochrane,  
Councillor R. Fequet,  
Councillor C. McGurk, (12:18 p.m.)  
Councillor T. McLennan, (via teleconference)  
Councillor S. Payne, and  
Councillor R. Warburton.

The following members of Administration staff were in attendance:

C. White,  
C. Caljouw,  
J. Elliot,  
C. Greencorn,  
S. Hove,  
N. Johnson,  
R. Johnson,  
M. Rolland,  
K. Thistle,  
C. Tumoth, and  
S. Jovic.

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<u>Item</u>	<u>Description</u>
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1.	(For Information Only) Mayor Alty read the Opening Statement.
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2.	(For Information Only) There were no disclosures of conflict of interest.
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3. **Committee read a memorandum regarding whether to adopt a Workplace Violence Policy.**

Committee noted that the City recognizes that employees responsible for delivering specific services or activities may be at higher risk of encountering workplace violence. Workplace violence means a threat or real act of attempted or actual physical violence which may result in harm, injury or emotional distress. Controls and measures can be put into place to help mitigate or eliminate risks, in addition to educating employees on appropriate responses.

Adoption of the updated Workplace Violence Policy demonstrates Council's commitment to preventing, protecting and addressing workplace violence at the City of Yellowknife and within its facilities.

Committee noted that Council's policies, resolutions or goals include:

**Strategic Direction #2: Service Excellence**

Focus Area 2.3: Organizational Culture

Providing a positive and productive workplace environment for effective governance and service excellence.

Committee noted that applicable legislation, by-laws, studies or plans include:

1. *Safety Act R.S.N.W.T 1988, c.S-1*; and
2. *Occupational Health and Safety Regulations R-039-2015*.

Legislation

Section 35(3) of the *Occupational Health and Safety Regulations R-039-2015* states that an employer shall, at a work site where violence has occurred or could reasonably be expected to occur, develop and implement a written policy to deal with potential violence. Where such a policy is required, the Regulation states the policy must include, among other things, "a commitment that the employer will eliminate or reduce the risk of violence at the work site" (s.35(4)(a)).

Consultation and Communication

The City's Occupational Health and Safety Committee and the Senior Leadership Team have been engaged in the review of the procedures that support this policy. Subsequent to Council adoption, availability of the Workplace Violence Policy will be communicated publicly through the City of Yellowknife's website and other means of communication.

Committee noted the City of Yellowknife strives to create a work environment governed by respect and regard for the rights and safety of all, where employees can work free from violence. This policy outlines the City's commitment to preventing, protecting and addressing issues of workplace violence to ensure a secure and safe environment for employees as per the *Safety Act* and the *Occupational Health and Safety Regulations*.



**Committee recommends that Council adopt the draft Workplace Violence Policy.**

### MOVE APPROVAL

**4. Committee read a memorandum regarding whether to repeal and replace Livery Licence By-law No. 4526, as amended.**

Committee noted that taxis in Yellowknife provide a vital service and as the regulator the City must ensure safe, efficient, and reliable transportation services for residents and visitors alike. In recent years, a number of issues regarding the regulation of taxis have been raised by stakeholders and the public. As such, amendments to Livery Licence By-law No. 4526, as amended (the By-law), for safety, administration and accessibility were identified in the [2024-2026 Work Plan](#) as a Tier 1 priority for completion in the fourth quarter of 2024.

The City of Yellowknife currently has 145 licenced taxis and 197 Chauffeurs (drivers). The Municipal Enforcement Division (MED) conducts approximately 199 taxi inspections per year, equating to approximately 298.5 hours of staff time. The City of Yellowknife does not limit the number of taxi licences that may be issued, instead leaving it to the market. Administration is not recommending setting a limit on the maximum number of taxi licences that may operate as this would be a significant disruption from the current approach which has proved capable of providing an adequate level of service to residents while maintaining revenue for drivers.

Under the By-law a Taxi is defined as “a vehicle that is used to carry for hire or profit, not more than twelve passengers excluding the Driver thereof, but does not include a bus, truck, shuttle van or an ambulance.” Currently a rideshare vehicle, such as Uber or Lyft, would fall under the definition of a Taxi and require a valid licence. The existing business models used by many rideshare companies are unlikely to be compliant with our current By-law and thus unable to obtain a licence. For example, current meter rates would apply. Surge rates that are modified depending on demand and availability, which are typical with rideshare companies, would not be permitted. Similarly, the By-law requires dispatch facilities that are not typically present in rideshare business models. At this time Administration does not recommend amending the By-law to accommodate the business models used by rideshare companies.

Committee noted that Council’s policies, resolutions or goals include:  
Council 2024-2026 Work Plan;

<b>Strategic Direction #1:</b>	<b>People First</b>
Key Initiative 1.3.2	Pursuing diverse community engagement methods
Key Initiative 1.3.4	Providing public transit that meets user need.

Committee noted that applicable legislation, by-laws, studies or plans include:

1. *Cities, Towns and Villages Act;*



2. Livery Licence By-law No. 4526, as amended; and
3. Fees and Charges By-law No. 4436, as amended.

### ENGAGEMENT

Administration is recommending hiring a consultant to conduct engagement on the specific proposed changes as well as any other proposed changes to the current By-law. Engagement with taxi company owners, drivers, specific organizations and the general public would be conducted. A consultant will assist in getting the best feedback on the proposed changes and assist in this work being completed in 2024. The proposed engagement would be a combination of in-person sessions with key stakeholders, survey questions and written submissions.

### COMPARATIVE INFORMATION

The proposed by-law changes would primarily be based on updates that have occurred in Whitehorse, Yukon. Whitehorse's Vehicle for Hire By-law and Yellowknife's Livery Licence By-law use substantially the same approach with the language being identical in certain sections. However, in recent years Whitehorse has made a number of amendments including requiring wheelchair accessible taxis and installing security cameras in taxis. Whitehorse is also a comparable jurisdiction for taxi meter rates having a similar high cost of living and no current rideshare operators.

By-law information on the City of Edmonton and Calgary is also provided in this memo for comparison while noting the scale of the markets make their situation distinct from Yellowknife.

### PROPOSED CHANGES

Administration is proposing to consult on the following specific changes to the Livery Licence By-law:

1. Changing the name of the By-law to the "Taxi By-law";
2. Increasing taxi meter rates in the Fees and Charges By-law by approximately 25%;
3. Requiring each taxi company to have one wheelchair accessible vehicle available 24 hours a day;
4. Requiring the installation of security cameras in all taxis;
5. Allowing taxi drivers to request a maximum \$30 deposit before a trip;
6. Adding a \$50 fee to write the driver's exam and a period of time before a rewrite is allowed;
7. Requiring taxi drivers to make reasonable efforts to return items left in vehicles;
8. Prohibiting taxis with over 450,000 km on them;
9. Partitions in taxis;
10. Updating sections regarding taxi condition;
11. Updating sections regarding driver conduct; and



12. Updating the information required to be displayed in taxis.

**1.1 Renaming the By-law**

A jurisdictional scan of other by-laws in this areas confirms they are typically called “Vehicle for Hire By-law” or “Taxi By-law”. The term livery is an outdated term and Administration is proposing renaming the By-law to the Taxi By-law and this is already the name informally in use. A consequence of renaming the by-law is that a full repeal and replacement, as opposed to distinct amendments, would be required.

**1.2 Increasing meter rates in the Fees and Charges By-law by approximately 25%**

The last fare increase to the taxi meter rates was over 5 years ago on July 1, 2019. Since that time the price of gasoline has gone from \$1.34/litre to \$1.62/litre, a 21% increase,<sup>1</sup> and inflation has increased by 18%.<sup>2</sup> Administration is proposing increasing meter rates by 25%, or \$.06 per 100/meters travelled. Such an increase would keep pace with inflation and assist with the increased costs associated with implementing security cameras and wheelchair accessible vehicles across the system.

Whitehorse is a fair comparator for meter rates as southern jurisdictions have lower costs of living, fuel and maintenance. Many other rural and remote jurisdictions, Iqaluit and Inuvik for example, use a number of passengers or zone rate system, which makes meter rate comparisons difficult.

Current Rates

City	Flag Rate	Meter Rate (*adjusted from different distance in by-law to per 100 meters)
Yellowknife	\$4.70	\$0.24
Whitehorse	\$4.50	\$0.27* effective Jan. 1, 2025 \$0.32* effective Jan. 1, 2026 <sup>3</sup>
Calgary	\$4.50	\$0.19* <sup>4</sup>
Edmonton	\$4.10	\$0.19* <sup>5</sup>

Proposed Yellowknife Increases

	Flag Rate	Meter Rate (adjusted to per 100
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<sup>1</sup> Statistics Canada, Monthly average retail prices for gasoline and fuel oil, by geography, <https://www150.statcan.gc.ca/t1/tbl1/en/tv.action?pid=1810000101>

<sup>2</sup> Bank of Canada, Inflation Calculator, <https://www.bankofcanada.ca/rates/related/inflation-calculator/>

<sup>3</sup> Whitehorse: Taximeter Fare Maximum Flag Rate \$4.50; and (1) Effective January 1, 2025 to December 31, 2025 - \$0.30 Maximum charge for each 1/9th kilometre or 12 seconds (2) Effective January 1, 2026 and beyond - \$0.35 Maximum charge for each 1/9th kilometre or 12 seconds. Note the numbers in the comparison chart converts 1/9<sup>th</sup> km to 100 meters thus the difference in numbers. See schedule “A” at page 39 of bylaw: <https://www.whitehorse.ca/wp-content/uploads/2024/07/2024-10-Vehicle-for-Hire-Bylaw.pdf>

<sup>4</sup> Calgary: (a) \$4.50 for the first 120 metres travelled or any portion thereof; or (b)(i) \$0.23 for each additional 120 meters travelled or any portion thereof when travelling at a speed greater than 20.24 kilometres per hour; and,

<sup>5</sup> Edmonton(a) \$4.10 for the first 135 metres or any portion thereof; (b) \$0.25 for each additional 135 metres;



		meters)
Current Rate	\$4.70	\$0.24
Proposed Change	\$4.70	\$0.30

### ***3.3 Requiring each company to have one accessible vehicle available for hire 24 hours a day***

Administration has been informed by wheelchair users of not being able to hire a wheelchair accessible taxi even with significant advance notice. This raises human rights concerns and undermines the City’s commitments to accessibility. Administration is proposing that each taxi company be required to have one vehicle capable of servicing passengers who use a wheelchair available 24 hours-a-day. In conducting a jurisdictional comparison, the requirement for wheelchair accessible taxis are commonplace. The City of Calgary and City of Whitehorse require each company to have one wheelchair accessible vehicle available whenever a company is in operation. A similar proposal to require companies to have at least one wheelchair accessible vehicle taxi is presently before Iqaluit City Council.<sup>6</sup> Other municipalities with limited numbers of licences, the City of Edmonton as an example, set aside a number of licenses which are available only for wheelchair accessible taxis.<sup>7</sup>

Administration recognizes companies procuring a wheelchair accessible taxi is an increased cost. Wheelchair accessible vehicles can cost upward of \$90,000 and come with increased maintenance and operating costs.<sup>8</sup> Giving taxi companies time to procure and modify accessible vehicles would be required. Therefore Administration recommends this by-law section come into force on January 1, 2026.

### ***3.4 Requiring the installation of security cameras***

There have been safety concerns raised by both drivers and passengers regarding Yellowknife taxis. Tragically a Yellowknife taxi driver was killed by a customer while operating his Taxi in November 2018. It was reported that the driver had asked for the fare to be paid in advance leading to conflict.<sup>9</sup> Other reports of drivers being assaulted have occurred specifically in cases of passengers attempting to evade fares.

The safety of passengers similarly has been raised as a concern. In 2021 the Status of Women Council of the Northwest Territories conducted a taxi safety survey in Yellowknife in

<sup>6</sup>CBC News, New accessibility and safety rules for Iqaluit cabs a first step for advocates, June 27, 2024, <https://www.cbc.ca/news/canada/north/new-accessibility-and-safety-rules-for-iquait-cabs-a-first-step-for-advocates-1.7247834>

<sup>7</sup> City of Calgary, Livery Transport Bylaw, Section 43(3)(a) requires companies to operate accessible taxis; City of Whitehorse, Vehicle for hire bylaw, Section 67 requires each company to have one accessible vehicle available whenever the company is in operation; City of Edmonton, Vehicle for Hire Bylaw, sets aside a fixed number of licences available only for accessible taxi.

<sup>8</sup> CTV News, B.C. launches program to increase accessible taxis, February 1, 2023, <https://bc.ctvnews.ca/b-c-launches-program-to-increase-accessible-taxis-1.6255884>

<sup>9</sup> Cabin Radio, Court hears how cab driver Ahmed Mahamud Ali was killed, January 27, 2020, <https://cabinradio.ca/29245/news/yellowknife/court-hears-how-cab-driver-ahmed-mahamud-ali-was-killed/>



which more than 500 instances of women feeling unsafe while taking taxis were reported. A summary of that survey along with its recommendations which was presented to the City of Yellowknife Council in April 2021 is Attachment 1 to this memo.

The installation of cameras will enhance the safety and security of both passengers and drivers. Cameras also provide a reliable source of evidence in the event of disputes or incidents. The cameras proposed would be hardwired into the taxis so that a driver could not turn off the camera. The cameras proposed would also capture audio. It is recommended that the City or Taxi Company hold the footage with parameters set on for what purposes it could be accessed. It is proposed the owners of the taxis be responsible for the costs of installation of the cameras with the camera models and software prescribed by the City. Administration would conduct outreach to other municipalities with taxi camera programs to receive advice on implementation such as appropriate software that ensures footage is automatically uploaded and secured.

In conducting jurisdictional comparisons, not all municipalities in Canada require cameras in taxis but the practice is far from uncommon. As an example Whitehorse and Calgary require all Taxis to have security cameras, whereas Edmonton does not. However, some Edmonton taxi companies have installed cameras of their own initiative.<sup>10</sup> In British Columbia cameras in taxis are regulated by the Provincial Passenger Transportation Board with programs in place in Greater Vancouver, Greater Victoria, the Chilliwack and Abbotsford areas, Prince George and Williams Lake.<sup>11</sup>

### ***3.5 Allowing taxi drivers to request a deposit before the trip***

The City has received complaints of driver's requiring people to pay prior to their trips which is presently not permitted under the By-law. Similarly Administration has received reports that drivers often have passengers run out on fares. The chasing of passengers for fares puts driver's safety at risk. The right to ask for deposits or pre-payment of fares exists in Calgary, Whitehorse and Edmonton by-laws. Whitehorse and Calgary limit the deposit to not more than \$30 before a trip while other jurisdictions allow prepayment of the fare.<sup>12</sup>

### ***3.6 Adding a \$50 fee to write the driver's test and a period of time before a rewrite is allowed***

Taxi drivers are required to write a test that includes questions about driving behaviour and the rules under which they must operate. Administration currently does not charge for the driver's exam and a re-examination can be scheduled immediately following a fail. The

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<sup>10</sup> CBC News, Edmonton Cab Company Betting Big on Dashboard Cameras, September 1, 2015, <https://www.cbc.ca/news/canada/edmonton/edmonton-cab-company-betting-big-on-dashboard-cameras-1.3210735#:~:text=5-,An%20Edmonton%20cab%20company%20plans%20to%20add%20video%20cameras%20to,cars%20within%20the%20next%20year.>

<sup>11</sup> Public Transportation Board, Taxi Cameras, Accessed July 2, 2024, <https://www.ptboard.bc.ca/taxi-cameras>

<sup>12</sup> City of Calgary, Livery Transport Bylaw, Section 43(3)(a); City of Whitehorse, Vehicle for hire bylaw, Section 85(3); City of Edmonton, Vehicle for Hire Bylaw, Section 12(1)(c)



supervision and grading of exams takes significant staff time. The Municipal Enforcement Division conducts approximately 46 written chauffeur exams and 24 practical geography tests per year. This equates to approximately 117 hours of staff time. Administration has supervised the same drivers failing multiple times in a row raising concerns that some drivers are not studying beforehand. Administration recommends implementing a \$50 fee to write the test and a delay period that gets progressively longer after each failed attempt before a re-examination is permitted. This would encourage studying prior to the exam and limit the use of staff time. Administration also recommends that if a person is found to be cheating, being deceptive or providing untrue information at any point during the application or testing process they may be subject to a one-year prohibition.

### ***3.7 Requiring drivers to return items left in vehicles***

The City has received complaints about items left in vehicles not being returned or be made available for pick up at the dispatch office. Whitehorse specifies that reasonable efforts must be made to return personal property within 24 hours.<sup>13</sup> Edmonton and Calgary set out a requirement that items must be made available for pickup at the dispatch office. The City of Yellowknife By-law does not currently speak to this as such Administration recommends the inclusion of this obligation.

### ***3.8 Prohibiting taxis with over 450,000 km on them***

In 2022, largely to ease economic pressures from Covid-19, the Livery Licence by-law was amended to extend the age limit on taxis from 9 years to 15 years. Taxis must be inspected by both a licensed mechanic and city staff annually, then twice a year after they reach six years of age. However, with the increase to 15 years Administration has been inspecting a number of taxis with significant kilometers on them that raise concerns about the vehicle safety. The number of kilometers is an equally important indicator to the age of the vehicle and Administration is recommending that a cap of 450,000 km be implemented.

### ***3.9 Partitions in Taxis***

The NWT Status of Women Council's 2021 Taxi survey feedback included a recommendation to "install dividers between driver and passenger". In reviewing Whitehorse, Edmonton and Calgary by-laws, there are presently no partitions required in taxis although some partitions were installed as a protection method against Covid-19. At this time Administration is not necessarily recommending partitions in taxis but that further engagement on this issue is warranted to make a decision.

### ***3.10 Updating language regarding taxi condition***

The current Livery Licence By-law has a number of sections that regulate the conditions of taxis including section 24(a) which states taxis must be clean and in good mechanical condition. Under sections 6 and 7 the paint colour and markings required are regulated and any repairs must have the same colour. During inspections certain taxis have let the

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<sup>13</sup> City of Calgary, Livery Transport Bylaw, Section 42(e)(f)(g); City of Whitehorse, Vehicle for hire bylaw, Section 41(8); City of Edmonton, Vehicle for Hire Bylaw, Section (8)(d)



standards lax and have been noted to be unclean or operating with body damage. Although the current By-law can and has been used to enforce such things, updated language which further specifies the condition of taxis on both the exterior and interior is recommended to enforce a higher standard moving forward.

### ***3.11 Updated language regarding driver conduct***

The conduct of drivers is set out in a number of places in the current By-law. Section 42 states a driver shall not “use abusive, insulting or profane language” and section 43(e) requires drivers to “be neat and clean in his/her person and dress.” To address concerns raised regarding driver conduct Administration recommends updating the sections governing driver’s behaviour in the form of driver’s code of conduct. Engagement on the specifics of this would occur while noting any reports of criminal behaviour concerning taxi drivers should be report to the RCMP.

### ***3.12 Updating the information required to be displayed in taxis***

Presently drivers under sections 39 and 17 of the By-law are required to display their driver’s permit and a valid taxi plate inside the vehicle. Administration is recommending updating the information to be displayed in taxis to include a decal that sets out:

- i. notification to passengers that they are being recorded;
- ii. a number to contact in case of questions or concerns;
- iii. the current meter rates; and
- iv. notice that a driver may request a deposit.

### **OTHER CONSIDERATIONS**

In 2021 the NWT Status of Women Council also recommended that drivers be trained on cultural sensitivity, personal boundaries and communication. At this time, Administration is not recommending additional mandatory training in the By-law. In order to make such training mandatory it would need to be offered each time a new driver is seeking a licence. Administration is not in a position to provide this training internally and contracting it out would come with budgetary considerations.

The Status of Women Council also recommended the creation of a reporting app. At this time, Administration does not recommend the creation of an app. The installation of cameras and increased communication on how to report issues will make substantial progress on addressing both passenger and driver safety concerns. A telephone number to be displayed in taxis for concerns is the preferred method of receiving and addressing concerns. This also ensures proper reporting procedures are followed as criminal matters should be reported to the RCMP, By-law infractions reported to the Municipal Enforcement Division and violations of NWT *Human Rights Act* referred to the Northwest Territories Human Rights Commission. Administration will as part of its engagement seek any other suggestions for improvements to passenger and driver safety.

### **NEXT STEPS**

Should Council endorse the approach described herein, Administration, with the help of a consultant, will commence public and key stakeholder engagement. This feedback will



refine the approach to these amendments and collect feedback on any other potential changes to the Livery Licence By-law. All feedback will be summarized in a report to be provided to Council along with a revised By-law in the fourth quarter of 2024.

Committee noted that in the Work Plan adopted by Council in May 2024, Administration was tasked with updating the Livery Licence By-law to enhance safety, streamline administration, and address accessibility issues. Issues with the current Livery Licence By-law have been raised by stakeholders, the public and members of Council. The proposals and approach to engagement set out in this memo aim to ensure that the Yellowknife taxi industry provides a service that meets the needs of all residents while ensuring safety for passengers and drivers. Given this work was identified in the Council 2024-2026 Work Plan and aligns with Council's Strategic Directions of People First, Administration recommends thorough engagement on this matter. The proposed changes will require working closely with taxi companies and drivers to ensure proper implementation. This will require increased staff time to fully implement and enforce the proposed amendments particularly for the Municipal Enforcement Division.

Committee discussed at length ride share and noted that the City will seek input from residents about their interest in introducing ride share programs until next Council meeting on August 26, 2024.

**Committee recommends that Council:**

- 1. Endorse the approach described herein to bring forward a repeal and replacement of Livery Licence By-law No. 4526, as amended; and**
- 2. Direct Administration to engage key stakeholders and the public to refine the proposed amendments, and report back with by-laws required to enact these regulations and a plan and schedule for implementation.**

**MOVE APPROVAL**

(For Information Only)

5. Committee accepted for information a report regarding Councillor Stacie Arden-Smith's and Councillor Rob Warburton's travel to Calgary, AB to attend the FCM Conference from June 6 -9, 2024.

Committee noted that Council's policies, resolutions or goals include:

#0365-93 It is the policy of the City of Yellowknife that:

1. All City sponsored travel by Yellowknife City Council members, inclusive of the Mayor, be approved by formal resolution of Council either prior to commencement of the travel, or at the first regular Council meeting after commencement of the travel; and



2. Yellowknife City Council members, inclusive of the Mayor, be required to table a detailed expense claim for City sponsored travel within three weeks of their return from City travel. This claim is to be supported by a daily diary detailing City business.

6. **Committee discussed whether to increase the fee for a development appeal.**

Committee noted that the fee for a development appeal is significantly lower than other places. Committee further noted that Administration analysis for this fee were done in 2022 and it was determined that the Development Permit fees revenue was recovering less than 50% of budgeted Planning staff processing hours and overhead. Committee noted that in 2022 Administration reviewed the Development Permit Fees and considered two approaches to developing recommended fees: the cost recovery approach and the comparable jurisdiction approach. Committee noted that Administration developed recommended fees based on a blended approach. Committee noted that Yellowknife's recovery cost is \$5,000 minimum and there is tendency to go up based on the type of appeal.

**Committee recommended that the fee for a development appeal be increased from \$25 to \$2,500 and that fee be waived for low income citizens and/or families that are eligible for Access for All Program.**

**MOVE APPROVAL**

7. **Committee discussed the Development Appeal Board.**

Committee noted that the Development Appeal Board (DAB) is a quasi-judicial body required by legislation. Committee noted that DAB had couple of hearings that it did not have jurisdiction to address. Committee noted that the construction of housing was delayed by two months resulting in increased cost for developers.

(For Information Only)

8. Committee recessed at 1:37 p.m. and reconvened at 1:47 p.m.

(For Information Only)

9. Councillor McLennan left the meeting at 1:47 p.m.

(For Information Only)

10. Committee continued its discussion regarding the Development Appeal Board.

**Committee recommended that Council direct Administration to review and modernize the Development Appeal Board, and enhance staff and board capacity. Questions to be considered include:**

- **Whether there's a need for external board training?**
- **Whether there's a need for an increase to board honorariums?**



- **Whether a deputy secretary – either internal or external – can provide back-up to the secretary for redundancy, and how that would work?**
- **Whether there are any internal process improvements?**
- **Whether there are any changes needed to our by-laws to make improvements?**
- **What extra support would be needed to improve or speed up the process?**

#### MOVE APPROVAL

(For Information Only)

11. In a response to a question from the Committee, Administration undertook to provide information about Council and Committee Budget line item and whether it is used for training and orientation.

(For Information Only)

12. Committee discussed road safety for pedestrian, cyclist and vehicles. Administration provided criteria they consider when determining a no right on red light. Administration noted that the Master Transportation Plan would provide the future transportation needs of the community.
13. In a response to a question from Committee, Administration undertook to complete, by the end of summer, warrant analysis to determine whether right turn on red at the Gitzel Street /Franklin Avenue intersection is recommended based on industry standards defined in the Transportation Association of Canada manual.
14. The meeting adjourned at 2:07 p.m.



## CITY OF YELLOWKNIFE

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Policy Title: **WORKPLACE VIOLENCE POLICY**  
Approved By: **Council Motion #00XX-XX**  
Effective Date: **Month XX, 20XX**

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### 1 INTRODUCTION

The City of Yellowknife strives to create a work environment governed by respect and regard for the rights and safety of all, where employees can work free from violence. This policy outlines the City's commitment to identifying and resolving issues of workplace violence to ensure a secure and safe environment for employees as per the *Safety Act, R.S.N.W.T 1988, c.S-1* and the *Occupational Health and Safety Regulations R-039-2015*.

### 2 PURPOSE

The purpose of this policy (the "Policy") is to outline the City's commitment to a physically and psychologically safe and healthy workplace, and to ensure that all incidents of workplace violence are addressed appropriately.

### 3 DEFINITIONS

In this Policy:

**"Workplace Violence"** attempted, threatened or actual conduct of an individual that causes or is likely to cause injury, such as a threatening statement or behaviour that gives a worker a reasonable belief that he or she is at risk of injury.

### 4 POLICY

The City of Yellowknife will not tolerate violence directed at employees by members of the public, between employees or by an employee towards a member of the public. The City will take all reasonable precautions to minimize the occurrence of violence in the work



environment and will ensure that employees and their supervisors manage any such occurrences appropriately.

In accordance with this Policy, the City will develop procedures which:

- a) Identify the locations and positions at risk of exposure to workplace violence;
- b) Inform employees about the risk of workplace violence;
- c) Inform employees about the different levels of workplace violence;
- d) Communicate strategies to employees on how to mitigate or eliminate workplace violence;
- e) Outline appropriate responses to different levels of workplace violence;
- f) Properly document and investigate all incidents of workplace violence;
- g) Ensure employees are informed regarding the resources available to them if exposed to workplace violence; and
- h) Ensure workplace violence training is available to all employees.

## **5 APPLICATION**

This Policy applies to all employees of the City of Yellowknife, City Council, citizen advisory committees, contractors providing service for or to the City, suppliers delivering material to the City, volunteers and members of the public accessing City services or City-operated facilities.

The City of Yellowknife Respectful Workplace and Anti-Harassment Policy should be consulted regarding issues of personal harassment and harassment related to discrimination and inequitable work practices.

## **6 REVIEW**

This Policy will be reviewed and, if necessary, revised not less than once every three (3) years or when there is a change of circumstances that could affect the health or safety of workers.