

Curbside Management Strategy: Improving How Curbside Space Is Used

Date: November 14th, 2017

To: Public Works and Infrastructure Committee

From: General Manager, Transportation Services

Wards: All

SUMMARY

Curbside space, the access point between the road and the sidewalk, is increasingly in high-demand for a number of competing users including motor vehicle drivers, cyclists, transit, taxis, motor-coaches, couriers, other goods movement operators, parking (including accessible parking), Wheel-Trans, filming, food trucks, local businesses, and emergency services. These demands have increased with the recent rise in e-commerce and associated delivery systems.

First identified as a part of the Congestion Management Plan, the objective of the Curbside Management Strategy (CMS) is to provide the strategies and tools necessary to effectively manage curbside space in a way that supports mobility and access for people and goods. Particularly in the Downtown core, it is critical to prioritize curbside uses that supports the robust economic activity of the area while effectively managing related impacts on traffic movement.

The CMS is intended to be both a high-level policy approach to guide future decision making around issues that impact curbside allocation, as well as an implementation plan.

At a policy level, the CMS is made up of three guiding principles: mobility matters, safe and reliable access, and communication of value to all; as well as eight policies covering the following themes: appropriate street use, equitable user priority, accessibility needs, effectiveness, value, efficiency, safety, and reduction of use.

The CMS implementation plan has identified 18 tactics (quick wins, as well as short and medium term initiatives) that Transportation Services proposes to undertake to improve how curbside space is managed immediately and over the next several years.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council approve the Curbside Management Strategy as described in this report, including the next steps associated with the Quick Wins outlined in Recommendations 2, 3, and 4 below.
2. City Council authorize the implementation of stands for taxicabs at hydrants, designated delivery vehicle parking zones and designated motorcycle parking zones by amending Chapter 950 (Traffic and Parking), Chapter 910 (Parking Machines and Meters), Chapter 610 (Penalties, Administration of), Chapter 903 (Parking for Persons with Disabilities), and Chapter 925 (Permit Parking) as described in Attachment 2 of this report (November 14, 2017) of the General Manager, Transportation Services.
3. City Council authorize Transportation Services to work in partnership with the Financial District Business Improvement Area to undertake a pilot project of permit-only delivery vehicle staging zones
4. City Council authorize Transportation Services to initiate discussions with the Provincial Ministry of Transportation and the Ministry of the Attorney General regarding automated parking enforcement methods.

FINANCIAL IMPACT

There are no immediate financial impacts arising from the recommendation contained in this report.

The Acting Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

At its meeting of December 16, 17 and 18, 2013, City Council endorsed the five-year Congestion Management Plan 2014-2018. This plan was developed to better manage congestion and improve safety through innovation and technology that will maximize the efficiency, reliability and sustainability of the road network for all users while reducing the impacts on the environment. The plan identified eight areas of focus, including Curbside Management.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PW27.12>

City Council at its meeting of October 8, 9, 10, and 11, 2013, in considering the report entitled "Motorcycle Parking - Short-Term On-Street Parking and Overnight On-Street Permit Parking" requested the creation of designated on-street motorcycle parking spaces on a pilot basis, while maintaining the existing exemption for motorcycles from the requirement to pay for overnight parking permits in designated on-street permit parking areas.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PW25.11>

At its meeting of May 28, 2015, the Public Works and Infrastructure Committee referred items PW5.11 and PW5.12 regarding parking signage alternatives to the General Manager, Transportation Services for consideration as part of the Curbside Management Strategy.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW5.11>

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW5.12>

At its meeting of November 3rd and 4th, 2015, City Council adopted PW8.1 - Congestion Management Plan (CMP) 2016-2020, providing an update to the CMP which in-part re-affirmed Curbside Management as focus area of the plan.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PW8.1>

At its meeting of January 21, 2016 the Public Works and Infrastructure Committee requested the General Manager, Transportation Services, as part of the Curbside Management Strategy, to consult on the feasibility of developing corporate or privately-owned on-site secure facilities to allow shredding and other records management services to be conducted during off-peak times, including evening and weekends.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW10.7>

COMMENTS

Background

Effectively managing curbside space, particularly in the Downtown core, is essential to ensuring the continued growth and economic vitality of the city. The CMS was first identified as part of the Congestion Management Plan, and from that policy basis the objective of the Curbside Management Strategy (CMS) is to provide the strategies and tools necessary to improve how curbside space is used in a way that supports mobility and access for people and goods.

The CMS was first identified as part of the Congestion Management Plan, and from that policy basis is focused on

The CMS contains two key elements:

- First, a series of guiding principles and key policies that provide the high-level, strategic vision for the plan and are intended to guide future operational decision making around issues that impact curbside allocation.
- Second, a series of quick-wins, along with short and medium term tactics to improve how curb space is managed immediately and over the next several years.

The focus of this report is to provide an overview of the CMS as a whole and initiate the implementation of several quick-win tactics. Additional changes required in order to proceed with implementation of the Strategy, such as by-law and Municipal Code amendments, which will be the subject of future reports to the appropriate Community Council or committee.

Challenges with Existing Management of Curbside Use

Downtown Toronto continues to experience significant growth and intensification with substantial development and various infrastructure-related changes. While many of these projects are of significance and substantial benefit to the City, the corresponding construction activity occupies a proportion of street space with subsequent impact on street operations and curbside access.

Virtually all downtown routes grapple with the challenge of being both a destination and a corridor of travel - with a need to balance both mobility and access for people and goods.

The current approach to managing curbside space is reactive and incremental, addressing the needs on a case-by-case, block-by-block basis. This approach has not adequately addressed the concerns of the curbside users and has resulted in inefficient, and in many cases illegal, use of curbside space.

Curbside access will remain in high demand and so a strategic and planned curbside management approach is required.

Development of the Curbside Management Strategy

The CMS study involved the following stages:

- **Existing Conditions Review** - a detailed assessment of how curbside space is currently utilized and managed. This included a review of current City policies and by-laws, field observations, understanding the characteristics of curbside users, and identification of early needs and opportunities.
- **Future Conditions Impact** - a review of several key City of Toronto initiatives, both adopted and planned, that will have impacts on how curbside space is managed in Toronto. This included both high-level City planning and policy frameworks such as: the Official Plan, TOcore Downtown Planning Study, and the Complete Streets Guidelines; as well as specific City projects and initiatives with more direct impacts on Downtown curbside operations.
- **Best Practices Review** - provided an overview of global best practices related to curbside management, drawn from a wide range of over 20 cities. The review focused on courier delivery and goods movement, on-street parking, signage, parking for the film industry, and integration of practices.
- **Stakeholder Engagement** - identified input from a wide range of internal and external stakeholders including industry associations, Business Improvement Areas, and other stakeholder groups. Stakeholder feedback reinforced the challenge of

increasing competition for a limited amount of curbside space between the various user groups. Various stakeholders indicated that under current conditions, some users find that the easiest and most cost effective solution can sometimes be to ignore the rules and operate illegally.

- **Development of Alternative Strategies** - development of tactics and a strategy assessment evaluation framework intended to guide future operational decision making and recommendations around issues that impact curbside allocation.
- **Development of a Curbside Management Strategy and Policy Approach** - the recommended policy approach is the culmination of the Curbside Management Strategy process, and provides a clear direction for the policies that stem from the findings and observations. This has led to the development of an implementation plan comprised of 18 tactics (quick wins, as well as short and medium term initiatives) that Transportation Services proposes to undertake to improve how curbside space is managed immediately and over the next several years.

Guiding Principles and Policies

The proposed Curbside Management Strategy includes a series of guiding principles and associated policies which form the high-level approach of the strategy. This approach is intended to guide future operational recommendations around issues that impact curbside allocation.

Wherever a particular tactic or approach is considered for implementation, it can be measured against both the guiding principles and policy statements to ensure that a balanced and equitable solution is reached. The assessment framework that has been developed as part of the CMS further expands on this concept, providing a tool for making micro-level operational change recommendations that are aligned with the CMS.

Guiding Principles

- **Mobility Matters** - Curbside space almost always plays a dual role of functioning as a corridor of travel, especially in peak periods. There is a need to appropriately prioritize mobility and the needs of curbside access for people and goods. To this point, tactics and solutions evaluated as part of the CMS reflect that:
 - solutions should help manage general congestion;
 - high volume surface transit corridors should have few on-street curbside uses at all times;
 - peak periods curbside uses that inhibit movement should be discouraged and / or prohibited; and
 - curbside uses that can occur off-street should be encouraged.
- **Safe and Reliable Access** - The curbside, especially Downtown, is in limited supply with many competing demands from various users. These demands can be variable by time-of-day, as new business models emerge, and as the city itself changes. Accordingly, CMS tactics developed recognize that:
 - road user safety is paramount; and
 - the right of way serves different roles at different times.

- **Communicate Value to All** - Curbside solutions must be communicated effectively, and be seen to be 'fair' by stakeholders. As such, CMS tactics recognize that:
 - simple solutions are required;
 - the curbside is a scarce resource with user fees to be applied where appropriate; and
 - transparent and accountable decisions are necessary.

Policies

Building on the three guiding principles of the Strategy summarized above, a series of eight Policy statements were developed. These policies are intended to ensure that the high-level, strategic aims of the plan can be used to inform future operational recommendations.

1. **Appropriate Street Use:** Ensure curbside use supports the desired street function, reflects adjacent land-uses, and is appropriate for both the specific location, and time-of-day and time-of year.
2. **Equitable User Priority:** Allocate curbside space for pick-ups and drop-offs, loading, and parking in a balanced and equitable manner matching users and need to the most appropriate location by time-of-day and by time-of-year.
3. **Accessibility Needs:** Accommodate the needs of the accessibility community by providing frequent convenient curbside access for pick-ups and drop-offs, and ensuring adequate suitable parking availability.
4. **Effectiveness:** Clearly communicate, monitor and periodically review intended curbside activity.
5. **Value:** Employ appropriate time limits and pricing strategy to ensure reasonable curbside availability and otherwise influence equitable user utilization.
6. **Efficiency:** Ensure that the means of support for all intended curbside activity is undertaken in the most efficient manner practicable, including the consideration of new technologies.
7. **Safety:** Maximize safety for all curbside users and others in the public realm.
8. **Reduce Use:** Encourage off-street pick-ups and drop-offs, loading, and parking activity whenever and wherever reasonable and practicable, to free up on-street curbside space.

Curbside Management Strategy - Implementation Plan

The CMS implementation plan has identified a list of tactics that Transportation Services proposes to undertake to improve how curbside space is managed both immediately and over the next several years, each tactic addressing one or more of the policy areas outlined above. These tactics range from relatively simple in nature serving a single stakeholder in the near-term, to more complex serving multiple stakeholders over the

longer term. All of the tactics recognize corridor type and the desired curbside function along the corridor, when applied. Tactics have been divided into:

- *Quick Wins* tactics are proposed to be tackled as a priority; initiated as soon as practicable and the appropriate next steps for these tactics are addressed through recommendations contained within this report.
- *Short-Term Tactics* are intended to be tackled over the next 0 to 2 year period.
- *Medium-Term Tactics* are expected to be addressed over the coming 3 to 5 years.

A summary of the 18 implementation tactics proposed within the CMS Implementation Plan is outlined below.

QUICK WINS

Stands for Taxicabs at Hydrants Pilot - This tactic proposes additional Taxicab stands at select hydrant locations without taking up additional curbside space. It is proposed on a pilot basis and at a limited number of hydrant locations that will be appropriately signed. Taxicab operators stationed there would be required to remain with their vehicles at all times and vacate the spot on the arrival of an emergency vehicle.

This report recommends the necessary amendments to the Municipal Code required to implement this tactic, on a pilot basis at up to thirty locations. Toronto Fire Services and representatives from the Taxicab industry have been consulted on this proposal. A separate report will be submitted to a forthcoming Toronto and East York Community Council to introduce by-law amendments to enact the specific locations proposed for this pilot.

Convert 'Advisory' Courier Loading Zones to Designated Delivery Vehicle Parking Zones – This tactic ensures that couriers, and other delivery vehicles, are able to use enforceable designated curbside space to quickly and conveniently deliver or pick-up packages and other goods. It should not only promote more efficient delivery operations, but also reduce vehicles circling in search of available space.

This report recommends the necessary amendments to the Municipal Code required to convert the existing advisory Courier Loading Zones to enforceable Designated Delivery Vehicle Parking Zones. A separate report will be submitted to a forthcoming Toronto and East York Community Council to introduce by-law amendments to enact the specific locations proposed for this change.

Designate Motorcycle/Scooter Parking Zones - Motorcycle/scooter parking zones will provide safe, convenient parking and encourage motorcyclists to park legally on city streets within the pay-and-display areas in a controlled fashion to maximize available parking.

As part of a two year pilot that was undertaken, thirty-six (36) zones were established using advisory signage to designate the zones in the downtown area. Of those thirty-six zones, twenty-four (24) were heavily used, during the fair weather period, between the months of April and October. The results of the pilot clearly demonstrated that the

majority of the designated motorcycle zones were well used and improved parking for motorcyclists by reducing motorcycle/car conflicts. However, given that the zones were not regulated, occasionally cars would be parked in these zones as well. Therefore, to ensure motorcyclists have sole access to these zones, it is proposed that these spaces be regulated by by-law for the exclusive use by motorcyclists between the period of April 1 and October 31, inclusive, of each year. Furthermore, to ensure the motorcycle parking zones are well utilized during the remaining months of the year (i.e., winter periods), when motorcycle are used less often, other motorist would be allowed to use these spaces during the period of November 1 to March 31. A list of twenty-four (24) motorcycle zones (253 motorcycle spaces) are proposed for implementation, whose locations are listed in Attachment 1 of this report.

This report recommends the necessary amendments to the Municipal Code required to convert the existing advisory Motorcycle / Scooter Parking Zones to designated zones. A separate report will be submitted to a forthcoming Toronto and East York Community Council to introduce by-law amendments to enact the specific locations recommended for this change. In addition, discussions are underway between Transportation Services and the Toronto Parking Authority about options for motorcyclists to pay a fee at pay-and-display parking locations, subject to consultation and consideration as part of a future Budget process.

Explore Delivery Vehicle Staging Zones (by Permit Only) through a Pilot –

Dedicating time-limited on-street space to, for example, next-in-queue transport trucks waiting to access single elevators in high demand building locations like the First Canadian Place and Scotia Plaza would reduce incidents of large vehicles illegally stopping and blocking lanes or, alternatively, circling around the block unnecessarily awaiting the next-in-queue opportunity. This report seeks Council authority for Transportation Services to work in partnership with the Financial District Business Improvement Area to undertake a pilot project of permit-only delivery vehicle staging zones.

Explore Automated Parking Enforcement Methods – Utilization of electronic systems of detection of license plates for the purpose of ensuring compliance with parking regulations would be expected to ease enforcement efforts and aid increased availability of curbside space. This report seeks Council authority for Transportation Services to initiate discussions with the Provincial Ministry of Transportation and the Ministry of the Attorney General regarding automated parking enforcement methods.

Facilitate Taxi Patron Drop-off Areas – Changes to the allocation of curbside space requires consideration of the potential impacts on taxi patrons, including those with accessibility challenges. As part of stakeholder consultations for King Street Transit Pilot, the taxi industry voiced concerns about the potential impacts of the pilot project to taxi services. Responding to these concerns, the King Street Transit Pilot doubled the total number of spaces at taxi stands along King Street (from 34 to 70 spaces), and another 16 new taxi stand spaces are being implemented along other streets such as Portland Street, Brant Street, Wellington Street, and Widmer Street.

SHORT-TERM TACTICS (0 - 2 Years)

Support the Expanded Use of Off-Peak Deliveries - Building on the success of the Toronto 2015 Pan Am/Parapan Am Games experience in this area, this tactic would involve Transportation Services and Municipal Licensing and Standards Divisions working with local BIAs and major carriers with frequent deliveries to identify opportunities to shift deliveries to the evening and overnight periods, thereby reducing the number of delivery related trucks on roads during the day.

Improve Curbside Signage Legibility - This tactic would look to consolidate parking regulations and seek out opportunities to improve sign legibility and user friendliness through, for example, the use of a graphic representation of the curbside use regulations, on a sign. Locations under consideration include high demand and heavily enforced areas where signage can be confusing.

Improve Messaging of Stopping, Pick-up/Drop-off, Loading & Deliveries and Parking Regulations and Promote Off-Street Parking – Generating and communicating supportive information, through social media, mobile apps, and the City website, to guide where and when to stop, pick-up/drop-off or load/unload, or park, would not only improve upon the effectiveness of intended regulations, but also reduce motorist tendency to cruise the road network for available space. Communicating alternative available off-street parking locations and rates, through signage and mobile apps would free on-street parking spaces for alternative curbside uses and reduce motorist circling for an available spot.

Improving Communication, Monitoring and Enforcement of Motor Coach Parking and Loading Zones – Creating materials that communicate designated motor coach parking and loading spaces and desirable operating practices to the motor coach industry and its users, would better facilitate event planning travel itineraries and reduce undesirable alternative parking and loading practices. Additional monitoring and enforcement should also be undertaken at key locations.

Explore Changes to Commercial Laneways to Support Off-Street Loading and Deliveries in Key Areas - In some areas commercial laneways may be a good option to support off-street loading and deliveries but may require changes to regulations or laneway management (i.e., of solid waste bins) to effectively support this change in use. This tactic would involve Transportation Services working with the Downtown Yonge Business Improvement Area to explore changes to commercial laneways to support off-street loading and deliveries.

Promote Appropriate Use of Accessible Parking Permits and Explore Curbside Needs of Accessibility Community – In support of Executive Committee and Toronto Police Services Board recommendations, this tactic would explore concerns relating to the enforcement and use of accessible permits, as well as the availability of frequent and convenient pick-up / drop-off and accessible parking locations, will be explored. See: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX25.20>

Develop a Freight and Goods Movement Strategy – Building on the Freight and Goods Movement Strategy Framework endorsed by the Public Works and Infrastructure Committee on October 18, 2017, the development of this strategy will involve understanding goods movement patterns, consultation with key stakeholders, and exploration of alternatives and best practices, among other things, to develop a strategy to move goods in an efficient, effective, safe and sustainable manner. See: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PW24.8>

MEDIUM-TERM TACTICS (3 - 5 Years)

Explore a Courier/Delivery Vehicle Permit - This tactic involves creating a permit system to facilitate courier and delivery vehicles to make deliveries in busy areas where it is difficult to find convenient and legal parking spots for short stops. Such a permit would be expected to reduce the negative impact on traffic flow resulting from these vehicles choosing to otherwise park in inappropriate locations or during peak periods for traffic flow.

Explore Variable Pricing Options – Convenient frequent curbside availability for parking and delivery activity that supports corridor type and curbside function, can be effectively achieved through variable pricing options. Choosing the appropriate approach and pricing while balancing user needs and available space, will require further study and associated consultation.

Rationalize Motor Coach Parking and Loading - Rationalizing existing and introducing new motor coach parking and loading zone locations at key venues or in high demand areas would reduce traffic impacts and improve options for the motor coach industry.

Rationalize Taxi Stand Placement - This tactic will examine existing taxi stand location utilization and explore opportunities to introduce new taxicab stands. Distribution of taxicab stands improves dispatch capability for taxi companies, reduces wait times for customers, reduces driving and circulating for drivers, and improves network operations.

Advance Automated Parking Enforcement Methods - Subject to discussions with the Province identified as a *Quick Win*, this tactic will seek to advance the consideration of necessary resources and authorities for automated parking enforcement to improve compliance with curbside regulations.

The Curbside Management Strategy summarized in this report is recommended to improve upon how curbside space is allocated and used in the City of Toronto, particularly the Downtown core. The combination of high-level policies and a tactical implementation plan together will improve curbside management in a way that supports multi-modal mobility, economic vitality, and access for people and goods. It is recommended that the Strategy and implementation plan be periodically reviewed for effectiveness, as necessary, to ensure that the desired goals of the CMS are maintained.

CONTACT

Jacquelyn Hayward Gulati
Acting Director, Transportation Infrastructure Management
Transportation Services
Tel. (416) 392-5348
Email: Jacquelyn.HaywardGulati@toronto.ca

SIGNATURE

Barbara Gray
General Manager, Transportation Services

ATTACHMENTS

Attachment 1 - Proposed Locations for Designated Motorcycle Parking Zones
Attachment 2 - Municipal Code Amendments

Attachment 1 - Proposed Locations for Designated Motorcycle Parking Zones

No.	Street	Side	From	To	Number of Motorcycle Spaces
1	Edward St	S	Yonge St	Bay St	11
2	Albert St	N	Bay St	James St	11
3	Elm St	N	Yonge St	Bay St	7
5	Peter St	E	King St West	Adelaide St W	7
6	Widmer St	W	Adelaide St West	King St West	11
8	Peter St	W	Richmond St W	Adelaide St W	7
9	Simcoe St	W	Adelaide St West	Pearl St	16
10	Simcoe St	W	Pearl St	King St West	15
13	Duncan St	E	Richmond St W.	Queen St W	4
14	Murray St	W	Orde St	Elm St	7
16	Victoria St	E	Dundas St E	Shuter St	4
19	Lombard St	S	Church St	Victoria St	15
20	Lombard St	N	Church St	Victoria St	7
21	Toronto St	W	King St E	Adelaide St E	11
22	Toronto St	E	King St E	Adelaide St E	11
25	Bond St	W	Dundas St E	Gould St	7
26	Colbourne St	N	Victoria St	Yonge St	12
28	Grenville St	S	Bay St	Yonge St	11
29	Scott St	E	The Esplanade	Front St East	7
30	Scott St	W	Front St E	The Esplanade	7
31	Pearl St	S	Duncan St	Simcoe St	12

No.	Street	Side	From	To	Number of Motorcycle Spaces
32	Pearl St	S	Duncan St	Simcoe St	3
33	Temperance St	N	Bay St	Yonge St	25
34	Mercer St	S	Peter St	John St	26
Total					253

Attachment 2 - Municipal Code Amendments

AMENDMENTS FOR STANDS FOR TAXICABS AT HYDRANTS

AMENDMENTS TO MUNICIPAL CODE CHAPTER 950 (TRAFFIC AND PARKING)

Deletion from § 950-400D

(2) Within three metres of a point on the curb or edge of the roadway adjacent to any fire hydrant;

Addition to § 950-400D

(2) Within three meters of a point on the curb or edge of the roadway adjacent to any fire hydrant unless the vehicle is a taxicab parked, while waiting for hire or engagement and the person operating the taxicab remains in the driver's seat of the taxicab or sits or stands sufficiently close to his or her taxicab so as to have it constantly under close observation at all times, at a stand authorized and assigned for taxicabs under subsection 950-401B and marked as a taxicab stand by an authorized sign;

Deletion from § 950-401A

(2) No person shall stand a vehicle other than a taxicab waiting for hire or engagement at any location referred to in Subsection A(1) and marked as a taxicab stand by an authorized sign.

Addition to § 950-401A

(2) No person shall stand a vehicle other than a taxicab waiting for hire or engagement at any location referred to in Subsection A(1) and marked as a taxicab stand, by an authorized sign, that is:

- (a) not within three meters of a point on the curb or edge of the roadway adjacent to any fire hydrant; or
- (b) within three meters of a point on the curb or edge of the roadway adjacent to any fire hydrant.

(3) No person shall park or stand a taxicab on any highway except at a stand authorized and assigned for taxicabs by Subsection B and marked as a taxicab stand by an authorized sign that is within three meters of a point on the curb or edge of the roadway adjacent to any fire hydrant unless the person:

- (a) is waiting for hire or engagement, and remains in the driver's seat of the taxicab or sits or stands sufficiently close to his or her taxicab so as to have it constantly under close observation at all times; and
- (b) immediately moves the taxicab out of the stand upon the request of the Fire Chief or General Manager of Toronto Water or any of their designates or successors, General Manager, a municipal law enforcement officer, police officer, or police cadet.

Deletion from § 950-1200

B. Unless at the time of the contravention the vehicle was in the possession of another person without the vehicle owner's consent, if a vehicle has been left parked, standing or stopped in contravention of §§ 950-400A(1)(a), 950-400A(1)(b), 950-400A(3)(a), 950-400A(3)(b), 950-400B(1), 950-400B(2), 950-400B(3)(a), 950-400B(3)(b), 950-400B(4), 950-400B(5), 950-400B(6), 950-400B(7), 950-400B(9), 950-400B(10), 950-400B(11), 950-400C(1), 950-400D(1), 950-400D(2), 950-400D(3), 950-400D(4), 950-400D(5), 950-400D(6), 950-400D(7), 950-400D(8), 950-400D(9), 950-400D(10)(a), 950-400D(10)(b), 950-400E(1), 950-400E(3), 950-400E(5), 950-400E(6), 950-400E(7)(a), 950-400E(7)(b), 950-400E(8), 950-400E(9), 950-400E(10), 950-400E(11), 950-400E(12), 950-400E(13), 950-400F(1), 950-400G(2), 950-400H, 950-400I, 950-401A(1), 950-401A(2), 950-402A(1), 950-402A(3), 950-402B(1), 950-402B(2), 950-402B(3), 950-402C(1), 950-402C(2), 950-404B(1), 950-404B(2), 950-404C, 950-405A, 950-405B, 950-405D, 950-405D.1, 950-405E, 950-405F(1), 950-405G, 950-405G.1, 950-405H, 950-406A, 950-406B, 950-407A, 950-503D(2), 950-508A.1, 950-601C(1), 950-601C(2), 950-601C(3), 950-601F(1), 950-601G(1), 950-601G(2), 950-601O or 950-601P, the vehicle owner shall, upon issuance of a penalty notice, be liable to an administrative penalty.

Addition to § 950-1200

B. Unless at the time of the contravention the vehicle was in the possession of another person without the vehicle owner's consent, if a vehicle has been left parked, standing or stopped in contravention of §§ 950-400A(1)(a), 950-400A(1)(b), 950-400A(3)(a), 950-400A(3)(b), 950-400B(1), 950-400B(2), 950-400B(3)(a), 950-400B(3)(b), 950-400B(4), 950-400B(5), 950-400B(6), 950-400B(7), 950-400B(9), 950-400B(10), 950-400B(11), 950-400C(1), 950-400D(1), 950-400D(2), 950-400D(3), 950-400D(4), 950-400D(5), 950-400D(6), 950-400D(7), 950-400D(8), 950-400D(9), 950-400D(10)(a), 950-400D(10)(b), 950-400E(1), 950-400E(3), 950-400E(5), 950-400E(6), 950-400E(7)(a), 950-400E(7)(b), 950-400E(8), 950-400E(9), 950-400E(10), 950-400E(11), 950-400E(12), 950-400E(13), 950-400F(1), 950-400G(2), 950-400H, 950-400I, 950-401A(1), 950-401A(2)(a), 401A(2)(b), 401A(3)(a), 401A(3)(b), 950-402A(1), 950-402A(3), 950-402B(1), 950-402B(2), 950-402B(3), 950-402C(1), 950-402C(2), 950-404B(1), 950-404B(2), 950-404C, 950-405A, 950-405B, 950-405D, 950-405D.1, 950-405E, 950-405F(1), 950-405G, 950-405G.1, 950-405H, 950-406A, 950-406B, 950-407A, 950-503D(2), 950-508A.1, 950-601C(1), 950-601C(2), 950-601C(3), 950-601F(1), 950-601G(1), 950-601G(2), 950-601O or 950-601P, the vehicle owner shall, upon issuance of a penalty notice, be liable to an administrative penalty.

Deletion from § 950-1201

A. Every person convicted of an offence under this chapter, other than an administrative penalty under §§ 950-400A(1)(a), 950-400A(1)(b), 950-400A(3)(a), 950-400A(3)(b), 950-400B(1), 950-400B(2), 950-400B(3)(a), 950-400B(3)(b), 950-400B(4), 950-400B(5), 950-400B(6), 950-400B(7), 950-400B(9), 950-400B(10), 950-400B(11), 950-400C(1), 950-400D(1), 950-400D(2), 950-400D(3), 950-400D(4), 950-400D(5), 950-400D(6), 950-400D(7), 950-400D(8), 950-400D(9), 950-400D(10)(a), 950-400D(10)(b), 950-400E(1), 950-400E(3), 950-400E(5), 950-400E(6), 950-400E(7)(a), 950-400E(7)(b),

950-400E(8), 950-400E(9), 950-400E(10), 950-400E(11), 950-400E(12), 950-400E(13), 950-400F(1), 950-400G(2), 950-400H, 950-400I, 950-401A(1), 950-401A(2), 950-402A(1), 950-402A(3), 950-402B(1), 950-402B(2), 950-402B(3), 950-402C(1), 950-402C(2), 950-404B(1), 950-404B(2), 950-404C, 950-405A, 950-405B, 950-405D, 950-405D.1, 950-405E, 950-405F(1), 950-405G, 950-405G.1, 950-405H, 950-406A, 950-406B, 950-407A, 950-503D(2), 950-508A.1, 950-601C(1), 950-601C(2), 950-601C(3), 950-601F(1), 950-601G(1), 950-601G(2), 950-601O or 950-601P, is liable to a fine as provided for in the Provincial Offences Act.

Addition to § 950-1201

A. Every person convicted of an offence under this chapter, other than an administrative penalty under §§ 950-400A(1)(a), 950-400A(1)(b), 950-400A(3)(a), 950-400A(3)(b), 950-400B(1), 950-400B(2), 950-400B(3)(a), 950-400B(3)(b), 950-400B(4), 950-400B(5), 950-400B(6), 950-400B(7), 950-400B(9), 950-400B(10), 950-400B(11), 950-400C(1), 950-400D(1), 950-400D(2), 950-400D(3), 950-400D(4), 950-400D(5), 950-400D(6), 950-400D(7), 950-400D(8), 950-400D(9), 950-400D(10)(a), 950-400D(10)(b), 950-400E(1), 950-400E(3), 950-400E(5), 950-400E(6), 950-400E(7)(a), 950-400E(7)(b), 950-400E(8), 950-400E(9), 950-400E(10), 950-400E(11), 950-400E(12), 950-400E(13), 950-400F(1), 950-400G(2), 950-400H, 950-400I, 950-401A(1), 950-401A(2)(a), 401A(2)(b), 401A(3)(a), 401A(3)(b), 950-402A(1), 950-402A(3), 950-402B(1), 950-402B(2), 950-402B(3), 950-402C(1), 950-402C(2), 950-404B(1), 950-404B(2), 950-404C, 950-405A, 950-405B, 950-405D, 950-405D.1, 950-405E, 950-405F(1), 950-405G, 950-405G.1, 950-405H, 950-406A, 950-406B, 950-407A, 950-503D(2), 950-508A.1, 950-601C(1), 950-601C(2), 950-601C(3), 950-601F(1), 950-601G(1), 950-601G(2), 950-601O or 950-601P, is liable to a fine as provided for in the Provincial Offences Act.

AMENDMENTS TO MUNICIPAL CODE CHAPTER 610 (PENALTIES,
ADMINISTRATION OF)

Deletion from Schedule A

Table 10: Chapter 950, Traffic and Parking		
Column 1 Designated Part of Chapter	Column 2 Short Form Wording	Column 3 Penalty Amount
§ 950-401A(2)	Stand Non-Taxicab Vehicle – Signed Taxicab Stand	\$60.00
§ 950-401A(2)	Stand Taxicab Vehicle – Signed Taxicab Stand – not waiting for hire	\$60.00

Addition to Schedule A

Table 10: Chapter 950, Traffic and Parking		
Column 1 Designated Part of Chapter	Column 2 Short Form Wording	Column 3 Penalty Amount
§ 950-401A(2)(a)	Stand Non-Taxicab Vehicle – Signed Taxicab Stand not within 3 metres of Fire Hydrant	\$60.00
§ 950-401A(2)(a)	Stand Taxicab Vehicle – Signed Taxicab Stand not within 3 metres of Fire Hydrant – not waiting for hire	\$60.00
§ 950-401A(2)(b)	Stand Non-Taxicab Vehicle – Signed Taxicab Stand within 3 meters of Fire Hydrant	\$100.00
§ 950-401A(2)(b)	Stand Taxicab Vehicle – Signed Taxicab Stand within 3 metres of Fire Hydrant – not waiting for hire	\$100.00
§ 950-401A(3)(a)	Park or stand Taxicab Vehicle – Signed Taxicab Stand within 3 metres of Fire Hydrant – not waiting for hire or sufficiently close to taxicab	\$100.00
§ 950-401A(3)(b)	Park or stand Taxicab Vehicle – Signed Taxicab Stand within 3 metres of Fire Hydrant – driver does not move taxicab on request	\$100.00

AMENDMENTS TO MUNICIPAL CODE CHAPTER 910 (PARKING MACHINES AND METERS)

Addition to § 910-1A

TAXICAB - A taxicab the owner of which is licensed by the City of Toronto to operate within the City.

Addition to § 910-9

E. None of the provisions of this article shall apply to operators of a taxicab parked at any location marked as a taxicab stand by an authorized sign that is within three meters of a point on the curb or edge of the roadway adjacent to any fire hydrant in accordance with Chapter 950, Traffic and Parking.

AMENDMENTS TO MUNICIPAL CODE CHAPTER 925 (PERMIT PARKING)

Addition to § 925-1

TAXICAB - A taxicab the owner of which is licensed by the City of Toronto to operate within the City.

Addition to § 925

§ 925-10: Exceptions

None of the provisions of this Chapter shall apply to operators of a taxicab parked at any location marked as a taxicab stand by an authorized sign that is within three meters of a point on the curb or edge of the roadway adjacent to any fire hydrant in accordance with Chapter 950, Traffic and Parking.

AMENDMENTS FOR DESIGNATED DELIVERY VEHICLE PARKING ZONES

AMENDMENTS TO MUNICIPAL CODE CHAPTER 950 (TRAFFIC AND PARKING)

Deletion from § 950-101B: Definitions

DELIVERY VEHICLE PARKING ZONE - An area or portion of the highway comprised of one or more parking spaces controlled by parking meters or machines designated by Council under § 950-402 for use by delivery vehicles only.

Addition to § 950-101B: Definitions

DELIVERY VEHICLE PARKING ZONE - An area or portion of the highway comprised of one or more parking spaces designated by Council under § 950-402 for use by delivery vehicles only.

Deletion from § 950-402B: Commercial, passenger, bus and delivery vehicles loading and parking zones.

(2) No person shall park a vehicle other than a delivery vehicle in a delivery vehicle parking zone without depositing the appropriate fee during the times set out in Schedule IX in § 950-1308.

Addition to § 950-402B: Commercial, passenger, bus and delivery vehicles loading and parking zones.

(2) No person shall park a vehicle other than a delivery vehicle in a delivery vehicle parking zone during the times set out in Schedule IX in § 950-1308.

AMENDMENTS FOR MOTORCYCLE PARKING ZONES

AMENDMENTS TO MUNICIPAL CODE CHAPTER 950 (TRAFFIC AND PARKING)

Deletion of § 950-400G: Motorcycle Parking.

Delete the references to § 950-400G(2) from sections §950-1200B and §950-1201A.

AMENDMENTS TO MUNICIPAL CODE CHAPTER 910 (PARKING MACHINES AND METERS)

Creation of a new Schedule - Schedule IV, Parking Machines Locations Designated as Motorcycle Parking Zones

Addition of a reference to the new Schedule IV in addition to Schedules I and II in each of sections § 910-2, § 910-3, § 910-4, and § 910-5.

Addition of a new § 910-6.3: Motorcycle Parking:

§910-6.3. Motorcycle Parking.

A. For the purposes of this section, MOTORCYCLE means a self-propelled vehicle having a seat or saddle for the use of the driver and designed to travel on not more than three wheels in contact with the ground, and includes a motor scooter or other similar plated two-wheeled Motor Vehicle.

B. Despite any other provision in this chapter, where parking machines and/or location ID signs have been erected under the authority of § 910-3, no person shall park any vehicle other than a motorcycle in any parking space designated for motorcycle parking at the side and between the limits set out in Schedule IV at the end of this chapter between April 1 and October 31, inclusive, of each year.

C. Despite § 910-6, the maximum parking periods set out in Schedule I to this chapter shall not apply to a person parking a motorcycle.

Addition of a new § 910-17.1: Motorcycle Parking:

§910-17.1. Motorcycle Parking.

A. For the purposes of this section, MOTORCYCLE means a self-propelled vehicle having a seat or saddle for the use of the driver and designed to travel on not more than three wheels in contact with the ground, and includes a motor scooter or other similar plated two-wheeled Motor Vehicle.

B. Despite any other provision in this chapter, where parking meters have been erected under the authority of § 910-12, no person shall park any vehicle other than a motorcycle in any parking space designated for motorcycle parking at the side and between the limits set out in Schedule IV at the end of this chapter between April 1 and October 31, inclusive, of each year.

C. Despite § 910-16, the maximum parking periods set out in Schedule III to this chapter shall not apply to a person parking a motorcycle.

Add §910-6.3B and §910-17.1B to the list of administrative penalty sections listed in § 910-21C.

AMENDMENTS TO MUNICIPAL CODE CHAPTER 903 (PARKING FOR PERSONS WITH DISABILITIES)

Addition to § 903-6: Designated locations where accessible parking permits are not valid

B (10) In parking machine or parking meter locations designated as motorcycle parking zones as set out in Schedule IV to Chapter 910, Parking Machines and Meters, between April 1 and October 31, inclusive, of each year.

AMENDMENTS TO MUNICIPAL CODE CHAPTER 610 (PENALTIES, ADMINISTRATION OF)

Deletion from Schedule A, Table 10: Chapter 950, Traffic and Parking:

Column 1 Designated Part of Chapter	Column 2 Short Form Wording	Column 3 Penalty Amount
§ 950-400G(2)	Park vehicle other than Motorcycle in Designated Motorcycle Parking Space	\$40.00

Addition to Schedule A, Table 6: Chapter 910, Parking Machines and Meters:

Column 1 Designated Part of Chapter	Column 2 Short Form Wording	Column 3 Penalty Amount
§910-6.3B	Park vehicle other than Motorcycle in Designated Motorcycle Parking Space	\$40.00
§910-17.1B	Park vehicle other than Motorcycle in Designated Motorcycle Parking Space	\$40.00