



ADMINISTRATIVE REPORT

Report Date: November 1, 2016
Contact: Lon LaClaire
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RTS No.: 11713
VanRIMS No.: 08-2000-20
Meeting Date: November 15, 2016

TO: Vancouver City Council
FROM: General Manager of Engineering Services
SUBJECT: Parking Meter Program Changes and Various By-law Changes Related to Parking

RECOMMENDATION

- A. THAT Council approve the on-street parking meter program changes discussed in this report and set out in Appendix A.
- B. THAT Council approve, in principle, changes to the Parking Meter By-law No. 2952, the Street and Traffic By-law No. 2849, the By-law Notice Enforcement By-law No. 10201, and the Impounding By-Law No. 3519 as detailed in this report and Appendices A, B, C, and D.
- C. THAT Council authorize the Director of Legal Services to prepare and bring forward for enactment amendments to the Parking Meter By-law No. 2952, Street and Traffic By-law No. 2849, By-law Notice Enforcement By-law No. 10201, and Impounding By-law No. 3519 as generally outlined in Appendices A, B, C, and D.

REPORT SUMMARY

The current approach to parking meter system management requires reform and modernization in order to meet the City's transportation and public space objectives. The proposed changes will ensure that motorists are well served at their destinations and address the safety, congestion and GHG impacts associated with unnecessary searching for on-street parking.

Staff recommend the introduction of a policy and data driven parking meter program that:

- Allows parking meters to be installed as required to manage curbside availability;
- Adjusts on-street parking rates to achieve about one or two free spaces on a block;
- Adjusts parking meter rates annually based on data collected regularly throughout the previous calendar year; and,
- Adjusts on-street parking rates independently for daytime and evening periods.

There are also a number of City by-laws related to parking that require updates in order to better align with the City's transportation objectives, address gaps, and take advantage of recent changes in technology and legislation.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Transportation 2040 directs staff to make it easier for drivers to find available parking spaces. This direction includes managing curb space by using performance pricing strategies to ensure on-street availability and reducing the traffic caused by drivers searching for available parking (T2040 M 2.6.2).

The Parking Meter By-Law 2952 regulates the use of parking meters on City streets.

The Street and Traffic By-law No. 2849 regulates traffic and the use of streets.

The By-law Notice Enforcement By-law No. 10201 sets the penalties, discounts, surcharges, and other regulations related to contraventions in the Street and Traffic Bylaw No. 2849, the Parking Meter By-law No. 2952, the Parking Meter By-law No. 2952, the Motor Vehicle Noise and Emission Abatement By-law No. 9344, and the Granville Mall By-law No. 9978.

The Impounding By-law No. 3519 authorizes the impounding of vehicles and chattel unlawfully occupying City streets.

CITY MANAGER'S/GENERAL MANAGER'S COMMENTS

The City Manager recommends approval of the foregoing.

REPORT

Background/Context

Parking Meter Program

The City uses a range of curbside regulations to manage demand for on-street parking. In many commercial areas, and in some residential neighbourhoods, parking meters are used to incent turnover and create curbside availability to support businesses or to serve visitors and service providers.

There are approximately 10,000 metered parking spaces in the City. Parking meter rates (currently \$1.00 per hour to \$6.00 per hour) vary by location and are in effect between 9 AM and 10 PM every day. Rates do not vary by time of day.

Traditionally, parking meter rates in Vancouver have been adjusted based on peak-period demand (targeting 85% curbside occupancy) with data collected once per year. Recommendations to Council for rate changes and new parking meters have been irregular in recent years - the most recent changes were approved in 2012.

The current approach does not result in optimal curbside management and is often not responsive enough to changes that can impact curbside parking demand - new development, changes in retail tenancy, changes to regulations, reconfiguration of on-street parking, etc. Also, inefficiency in on-street parking management leads to unnecessary searching for parking by motorists which, in turn, creates unnecessary safety risks for other road users, congestion, GHGs and pollution.

More specifically, the following areas of the parking meter program could be improved:

Data Collection

Previous rate change recommendations were typically informed by on-street occupancy data collected once per year (in the fall). This limited data set may not account for seasonal variation and may misrepresent parking conditions in some cases (due to events, traffic closures, development, etc.).

Update Intervals

There is currently no pre-determined schedule for parking meter rate review. As a result, parking meter rate reviews and warrants for new meters can be irregular. This can lead to inefficient curbside management.

Off-Peak Periods

Demand for parking can be variable throughout the day. The current practice of one parking meter rate for the entire 9AM to 10PM period can lead to over-pricing in off-peak periods.

Miscellaneous By-law Amendments Related to Parking

There are a number of City by-laws related to parking that require updates in order to better align with the City's transportation objectives, address gaps, and take advantage of recent changes in technology and legislation. These by-laws are the Street and Traffic By-law No. 2849, the Parking Meter By-law No. 2952, the By-law Notice Enforcement By-law No. 10201, and the Impounding By-law No. 3519.

Strategic Analysis

Parking Meter Program

To address the shortcomings of the current parking meter program, make it easier for motorists to find available parking spaces and to support the City's transportation and public

space objectives, staff recommend that a policy and data driven program replace the current ad hoc approach to parking meter management.

Staff recommend that parking rates be adjusted on a regular basis to achieve a target curbside occupancy of 85% - or about one or two free spaces per block. The parking meter rate will be the lowest possible that achieves this target. This may result in different rates by time-of-day.

Where parking demand is high and where there are few available parking spots in peak periods, the City will raise rates to manage demand. Similarly, where demand is low, the City will lower rates to encourage better use of the curbside space. Data will be collected throughout the year (initially on a quarterly basis), by various methods (initially manual surveys and payment data). The quality of the data collection program will continue to improve over time as parking technology evolves.

Similar data-driven parking meter programs are becoming increasingly common in North America and have already been deployed in Calgary, Washington DC, San Francisco, Los Angeles and Seattle.

To implement the new parking meter program, staff recommend the following changes be incorporated into the Parking Meter By-law No. 2952:

- Parking meters may be introduced as required to manage curbside availability;
- Parking meters may have different daytime (9AM - 6PM) and evening (6PM - 10PM) rates to better reflect the parking demand in those time periods;
- Given the significantly higher number of rate combinations that are possible, hourly parking meter rates will be rounded to the nearest whole dollar to facilitate better communication and wayfinding;
- Parking meter rates will be adjusted annually based on data collected regularly throughout the previous calendar year;
- Where the peak curbside occupancy exceeds 85%, the City will raise the parking meter rate by \$1/hour in the next calendar year;
- Where the peak curbside occupancy is lower than 60%, the City will reduce the parking meter rate by \$1/hour in the next calendar year; and,
- Business Improvement Associations may request that additional parking data be collected to support a recent rate increase - the City will roll-back increases where the resulting curbside occupancy falls below 60%.

Miscellaneous By-law Amendments Related to Parking

From time to time, City By-laws related to parking require amendment in order to better align with the City's transportation objectives, address gaps, and take advantage of recent changes in technology and legislation. In the tables below, a number of changes to the Street and Traffic By-law No. 2849, the Parking Meter By-law No. 2952, the By-law Notice

Enforcement By-law No. 10201, and the Impounding By-law No. 3519 have been recommended along with the associated rationale.

Updates to the Parking Meter By-law No. 2952

<u>By-Law Change</u>	<u>Rationale</u>
<ul style="list-style-type: none"> Modify the definition Corner Clearance Parking Areas to align with the Street and Traffic By-law 	<ul style="list-style-type: none"> Maintains consistency between the Street and Traffic By-law and the Parking Meter By-law
<ul style="list-style-type: none"> Add the ability to install a single meter parking at the rear of a metered space 	<ul style="list-style-type: none"> Reduces the costs and time associated with realigning blocks with parking meters
<ul style="list-style-type: none"> Clarify a motorists obligations with respect to payment at parking meters 	<ul style="list-style-type: none"> Confirms that metered parking spaces are to be paid as soon as a vehicle is parked
<ul style="list-style-type: none"> Add the ability to install a pay station on blocks with marked, angle parking 	<ul style="list-style-type: none"> Allows for more flexibility in future parking meter layouts
<ul style="list-style-type: none"> Add the ability to install metered parking spaces that can be paid without the use of coins or cards using the Mobile Parking Payment System (currently Paybyphone) 	<ul style="list-style-type: none"> Allows for more flexibility for future parking meter layouts Provides an option to implement metered parking in areas where parking meter equipment is subject to frequent vandalism

Updates to the Street and Traffic By-law No. 2849

<u>By-Law Change</u>	<u>Rationale</u>
<ul style="list-style-type: none"> Modify the definition of Corner Clearance Parking Areas to apply to non-metered areas as well as mid-block crossing locations 	<ul style="list-style-type: none"> Supports installation of motorcycle parking in non-metered areas Allows for the installation of motorcycle parking areas near mid-block crossings, if appropriate.
<ul style="list-style-type: none"> Allow bicycles to be parked in Corner Clearance Parking Areas 	<ul style="list-style-type: none"> Supports on-street bicycle parking and aligns with the requirements of Motor Vehicle Act
<ul style="list-style-type: none"> Update the price of shared vehicle permits and clarify the permitted locations for shared vehicle parking 	<ul style="list-style-type: none"> Meets the intent of Council policy regarding shared vehicles
<ul style="list-style-type: none"> Allow for time limits to be enforced on Sundays and Holidays 	<ul style="list-style-type: none"> Allows for time limits to be used as a parking management tool in commercial and residential areas on Sundays and Holidays
<ul style="list-style-type: none"> Add language to improve enforceability of accessible parking zones 	<ul style="list-style-type: none"> Ensures that accessible parking spaces are used only by individuals that display a valid placard
<ul style="list-style-type: none"> Allow issued and served tickets to be physically handled by the City's towing contractor 	<ul style="list-style-type: none"> Allows the City's towing contractor to secure parking tickets for vehicles that will be in motion and deliver to impound administration for payment

Updates to the By-Law Notice Enforcement By-Law No. 10201

<u>By-Law Change</u>	<u>Rationale</u>
<ul style="list-style-type: none"> Lower the discount applied to tickets that are paid early from 50% to 40% 	<ul style="list-style-type: none"> Encourages increased compliance with parking regulations Brings discounts closer in line with other Canadian cities - a survey of 12 Canadian cities found a mean discount of 24% and that larger cities offer lower discounts

Updates to the Impounding By-Law No. 3519

<u>By-Law Change</u>	<u>Rationale</u>
<ul style="list-style-type: none"> Update towing, hooking, fuel surcharge, and storage fees and introduce ‘dollying’ fees for all wheel drive vehicles 	<ul style="list-style-type: none"> Keeps towing rates in line with ICBC base rates, which is an obligation of the current towing contract Allows the City’s towing contractor to recover the costs associated with towing all-wheel drive vehicles, which require additional time and resources to tow City Impound and Abandoned Vehicle Storage fees have not been adjusted since 2010 Brings impound fees closer in line with other Canadian cities - a survey of 12 Canadian cities found a mean storage fee of \$37 / day, which is significantly higher than the City’s current fees

Financial

The recommended changes to the parking meter program will have financial implications. In some locations, these changes will result in increased revenues, in others the result will be reduced revenue. Overall revenues are expected to increase. An estimate will form part of the 2017 annual budget process. Consistent with other revenue generating parking programs, revenues will be tracked throughout the year and adjustments will be made through the quarterly process, as necessary.

The recommended reduction of the early payment discount for by-law tickets issued under the Street and Traffic By-law, the Parking Meter By-law, the Motor Vehicle Noise and Emission Abatement By-law, and the Granville Mall By-law is expected to result in an increase of \$1.4 million to \$2 million of annual revenue. In addition, the recommended increase in storage fees to align with comparable rates charged by external parties is projected to result in an increase of \$600,000 to \$800,000 in annual revenue. These additional revenues will form part of the 2017 annual budget process.

The proposed changes to the parking meter program will also require additional resources. It is expected that a one-time implementation cost of \$100,000 will be required to re-decal the on-street meter equipment and staff recommend the addition of one position (subject to classification by Human Resources), at an annual cost of \$85,000, to administer and monitor outcomes. These costs will be brought forward as part of the 2017 annual budget process.

Legal

To implement the changes outlined within this report, by-law amendments are required for the Street and Traffic By-law No. 2849, the Parking Meter By-law No. 2952, the Parking Meter By-law No. 2952, and the Granville Mall By-law No. 9978.

CONCLUSION

In summary, the proposed changes to the parking meter program are aligned with Transportation 2040 and the direction to make it easier to find parking, support local businesses and to manage parking in neighbourhoods. Staff propose to monitor the changes and report back to Council on program effectiveness after two years of adjustments and data collection - Q1 of 2019.

The various other parking related by-law amendments are also aligned with City policy and will improve service for the parking public and increase the efficiency of the City's parking operations.

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BY-LAW NO.

**A By-law to amend
Parking Meter By-law No. 2952
regarding parking rates and regulations**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This by-law amends the indicated provisions of the Parking Meter By-law, No. 2952.

2. In section 2, Council strikes the definition of “Corner Clearance Parking Area”.

3. In section 2, Council strikes the definition of “Metered Zone” and replaces it with the following definition in correct alphabetical order:

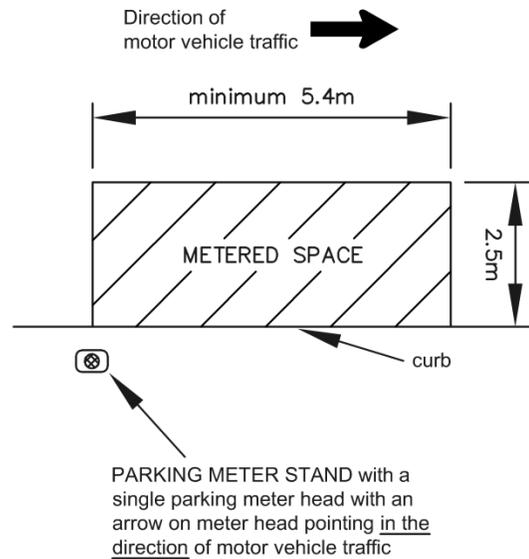
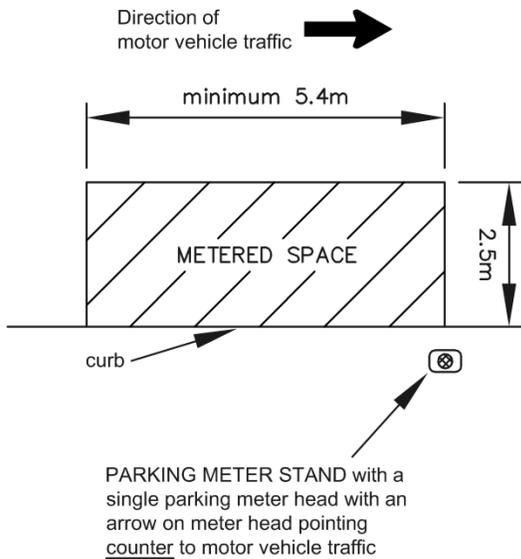
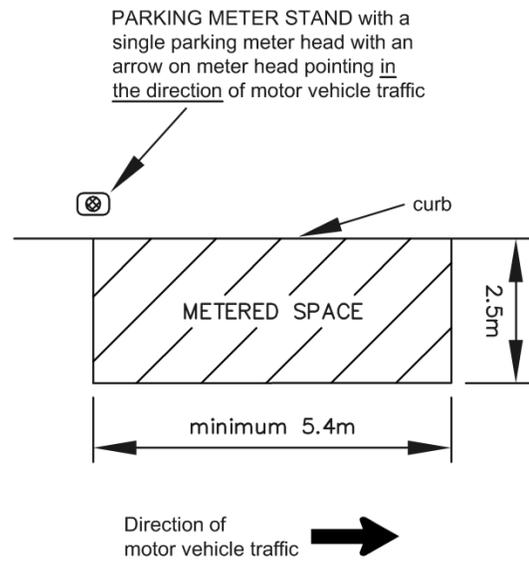
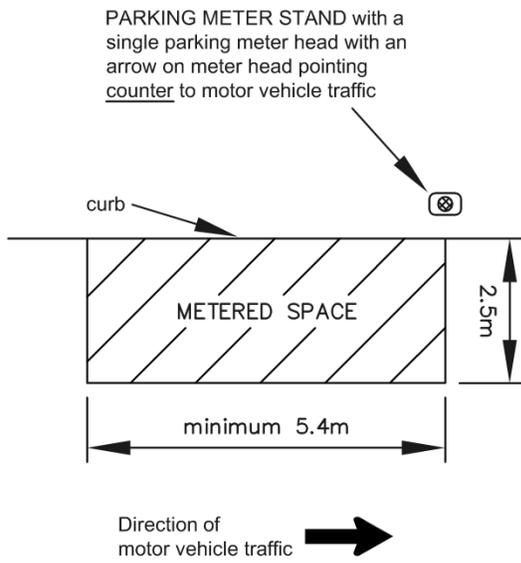
““Existing Metered Zone” means any street or portion of a street in any area contained within bold black lines in any of the maps attached as Schedule A to this By-law.”

4. In Section 2, Council strikes the definition of “Parking Meter Head” and replaces it with:

““Parking Meter Head” means a mechanical or electronic appliance designed for the purpose of gauging and indicating a time within which a vehicle is, or may be, parked in a metered space or a sign mounted as a facsimile for such mechanical or electronic device that displays information regarding the pay by phone system.”

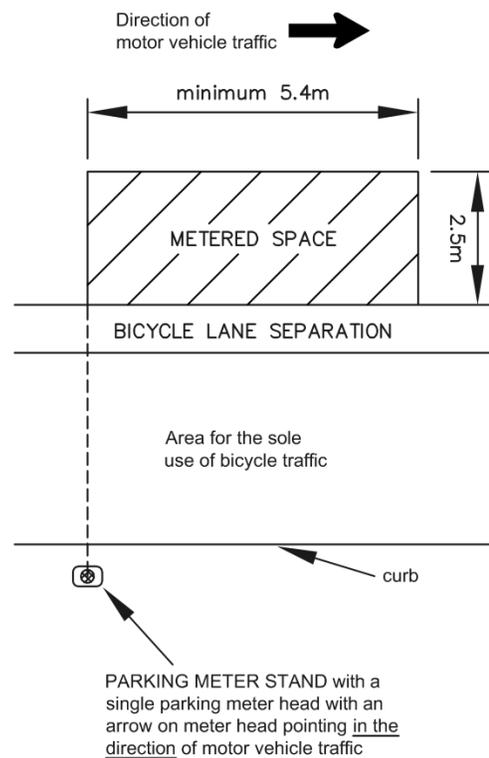
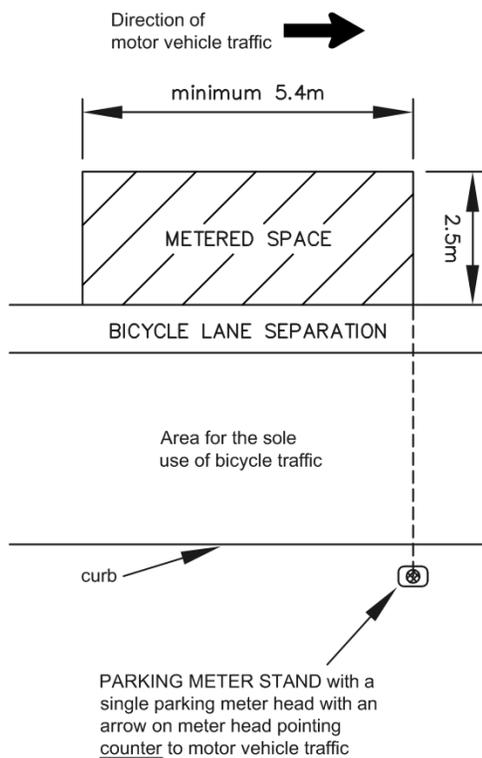
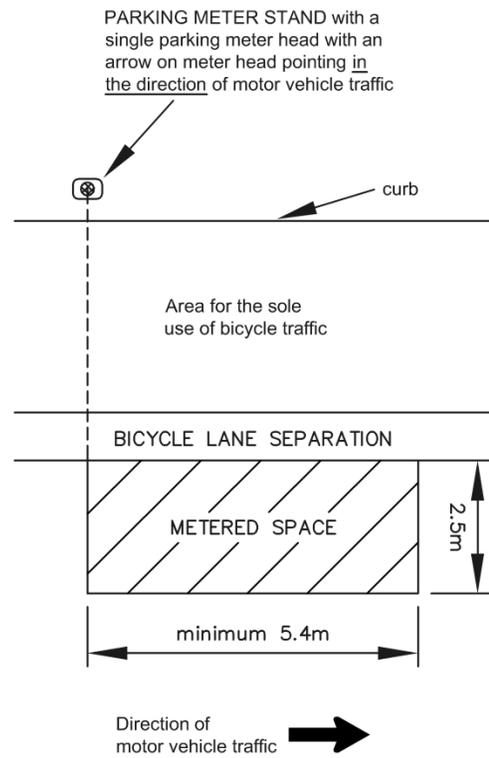
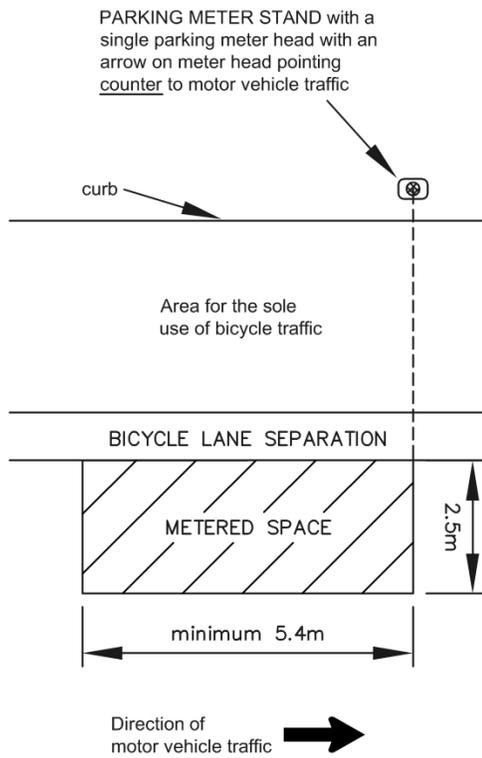
5. In Section 2, Council strikes subsection (1) from the definition of “Metered Space”, and substitutes:

- (1) in the case of a parking meter stand with a single parking meter head, that rectangular portion of the adjacent curb lane measuring not less than 5.4 metres from the centre of the base of the parking meter stand in the direction indicated by the arrow on the parking meter head and measuring not more than 2.5 metres from the curb in the direction of the roadway, as illustrated in the following diagrams:



except that:

- (a) in the case of a parking space signed for motorcycles only, the measurement of 5.4 metres changes to 2.7 metres; and
- (b) in the case of a parking meter stand separated from the adjacent curb lane by a portion of street designated by the City Engineer for the exclusive use of bicycle traffic, the measurement of 2.5 metres must be from the adjacent curb lane edge of the bicycle lane separation, as illustrated in the following diagrams:



6. In Section 2, Council strikes subsection (5) from the definition of “Metered Space”, and substitutes:

“(5) in the case of a pay station, notwithstanding any street markings delineating the boundaries of a rectangle, any lawful parking space on a street between the curb adjacent to the roadway and an imaginary line on the roadway parallel to and 2.5 metres from the curb, where the street sign that regulates parking in such space indicates that the parking fee may be paid at a pay station, except that:

- a. in the case where the signage is separated from the adjacent curb lane by a portion of street designated by the City Engineer for the exclusive use of bicycle traffic, the measurement of 2.5 metres must be from the adjacent curb lane edge of the bicycle lane separation; and
- b. in a case where the signage is installed adjacent to a curb lane which is marked with parallel angular lines, the metered space means that portion of the adjacent curb lane designated for the accommodation of vehicles by such markings;”

7. In section 2, Council strikes the word “corner” from subsection 6 of the definition of “Metered Space”.

8. In section 2, Council adds a new subsection (7) to the definition of a “Metered Space” as follows:

“(7) in the case of a location where there is signage installed that indicates that pay parking is in effect only through the pay by phone system, notwithstanding any street markings delineating the boundaries of a rectangle, any lawful parking space on a street between the curb adjacent to the roadway and an imaginary line on the roadway parallel to and 2.5 metres from the curb, except that:

- a. in a case where the signage is separated from the adjacent curb lane by a portion of street designated by the City Engineer for the exclusive use of bicycle traffic, the measurement of 2.5 metres must be from the adjacent curb lane edge of the bicycle lane separation; and
- b. in a case where the signage is installed adjacent to a curb lane which is marked with parallel angular lines, the metered space means that portion of the adjacent curb lane designated for the accommodation of vehicles by such markings;”

9. In section 2, Council inserts the following definitions in correct alphabetical order:

““Block” means the portion of street between two intersections, which do not involve a lane.””;

““Clearance Parking Area” means an area on a street adjacent to the curb located between a crosswalk and the nearest area available for vehicle parking that is not specifically signed for motorcycle and motor assisted cycle parking, and that the City Engineer has marked and signed for motorcycle parking and motor assisted cycle parking or has installed bicycle racks for bicycle parking.””;

““Interim Peak Daytime Curbside Occupancy Rate” is the ratio of the number of occupied spaces on a block during the hours of 9:00 am to 6:00 pm to the total number of spaces on a block, expressed as a percentage that is calculated based on all data collected by the City within a 30 day period.””;

““Interim Peak Evening Curbside Occupancy Rate” is the ratio of the number of occupied spaces on a block during the hours of 6:00 pm to 10:00 pm to the total number of spaces on a block, expressed as a percentage that is calculated based on data collected by the City within a 30 day period.””;

““Metered Block” means any city block containing one or more metered spaces.””;

““New Metered Zone” means any street or portion of a street that is not in an Existing Metered Zone.””;

““Parking Meter Rate” means the rate calculated in accordance with section 5A of this By-law.””;

““Peak Daytime Curbside Occupancy Rate” is the ratio of the number of occupied spaces on a block during the hours of 9:00 am to 6:00 pm to the total number of spaces on a block, expressed as a percentage that is calculated based on all data collected by the City throughout the calendar year.””; and

““Peak Evening Curbside Occupancy Rate” is the ratio of the number of occupied spaces on a block during the hours of 6:00 pm to 10:00 pm to the total number of spaces on a block, expressed as a percentage that is calculated based on all data collected by the City throughout the calendar year.””

10. Council strikes section 3(1) and replaces it with:

“(1) The City Engineer may:

(a) establish and mark out metered spaces;

(b) install a parking meter at each metered space by firmly fastening the parking meters to the curb, sidewalk, or concrete pad adjoining, or close to the metered space;

(c) install a pay station by firmly fastening the pay station to the curb, sidewalk, or concrete pad adjoining the roadway of the street; and

(d) install signage that indicates that the metered spaces must be paid using the pay by phone system.”

11. Council strikes section 3(2)(b) and replaces it with:

“(b) display information that indicates how an operator may pay by phone.”

12. In section 3(1)(3), Council strikes “within the metered zone”.

13. Council strikes “A person who parks a vehicle in a metered space must:” from section 5(1) and replaces it with “A person who parks a vehicle in a metered space must immediately:”

14. Council strikes section 5(1)(d) and replaces it with:

“(d) pay using the pay by phone system by calling the telephone number provided at the meter space or using an internet-connected software application to enter the person’s account, metered space location, licence plate, and amount of parking time required;”

15. Council strikes section 5(3) and replaces it with:

“(3) A person who parks a vehicle in a metered space must comply with the following time limits and parking meter rates:

(a) despite subsection (2), a person must not leave a vehicle continuously in a metered space for longer than the indicated time limit for that metered space that is indicated;

(b) unless another rate is indicated on the meter head or at the pay station, a person who parks a vehicle other than a motorcycle in a metered space must pay the parking meter rate, except that in an area where an event rate is also listed in Schedule A, the City Engineer may determine the events and hours during which that event rate applies; and

(c) a person who parks a motorcycle in a metered space must pay the parking meter rate, except that the rate:

(i) for gas powered motorcycles, under the pay by phone system, is 50% of the parking meter rate for the block,

(ii) for zero emission motorcycles, under the pay by phone system, in all metered spaces except metered clearance spaces, is 25% of the parking meter rate for the block, and

(iii) for zero emission motorcycles and motor assisted cycles in metered clearance parking areas, is 0% of the parking meter rate for the block.

16. Council adds the following as a new section 5A:

“Meter rates

5A (1) The initial metered rates for all parking spaces in an existing metered zone shall, prior to adjustment in accordance with this section 5a, be the rate shown for that zone in Schedule A, increased in all cases to the nearest dollar.

(2) Every new meter installed in a new metered zone pursuant to this By-law shall, when first installed, be subject to same rate at the time of installment as the present rate imposed under this By-law for the closest metered spaces already operating when installment began, unless the closest metered spaces are more than 2 full city blocks away from the new meters, in which case the new meters shall have a rate at the time of installment of \$1.00 per hour.

(3) Every new meter installed in an existing metered zone pursuant to this By-law shall, when first installed, be subject to the same rate at the time of installment as the present rate imposed under this By-law for the closest metered spaces in that zone already operating when installment began.

(4) If the Peak Daytime Curbside Occupancy Rate on a metered block exceeds 85% in a calendar year, then the fee between 9 AM and 6 PM for the subsequent calendar year shall be increased by \$1.00 per hour no later than March 1 of that year.

(5) If the Peak Daytime Curbside Occupancy Rate in a metered block is less than 60% in a calendar year, then the fee between 9 AM and 6 PM for the subsequent calendar year shall be decreased by \$1.00 per hour no later than March 1 of that year, but no meter shall be subject to a fee less than \$1.00 per hour.

(6) If the Peak Evening Curbside Occupancy Rate in a metered block exceeds 85% in a calendar year, then the fee between 6 PM and 10 PM for the subsequent calendar year shall be increased by \$1.00 per hour no later than March 1 of that year.

(7) If the Peak Evening Curbside Occupancy Rate in a metered block is less than 60% in a calendar year, then the fee between 9 PM and 10 PM for the subsequent calendar year shall be decreased by \$1.00 per hour no later than March 1 of that year, but no meter shall be subject to a fee less than \$1.00 per hour.

(8) If there are fewer than five metered spaces on a block in a metered zone, the rate shall match the highest rate imposed under this By-law on any adjacent block in that zone.

(9) If a block in a Business Improvement Association contains more than five metered spaces and the parking meter rate has been increased in accordance with this by-law in the previous six months, that Business Improvement Association may request the City Engineer to calculate an Interim Peak Daytime Curbside Occupancy Rate once per a calendar year.

BY-LAW NO.

**A By-law to amend
Street and Traffic By-law No. 2849
regarding parking regulations**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

19. This by-law amends the indicated provisions of the Street and Traffic By-law, No. 2849.

20. In Section 3, Council strikes the definition of “Corner Clearance Parking Area”.

21. In Section 3, Council inserts a new definition “Clearance Parking Area” in correct alphabetical order as follows:

““Clearance Parking Area” means an area on a street adjacent to the curb located between a crosswalk and the nearest area available for vehicle parking that is not specifically signed for motorcycle and motor assisted cycle parking, and that the City Engineer has marked and signed for motorcycle parking and motor assisted cycle parking or has installed bicycle racks for bicycle parking.””

22. Council strikes section 17.2 (j) and replaces it with:

“(j) on any portion of street indicated by a sign or other marker as reserved for one or more class of vehicle, except for recognized vehicles of that class.”

23. Council strikes section 17.4 (b) and replaces it with:

“(b) within 6 metres of either side of a crosswalk, except for the driver of a motorcycle or motor assisted cycle who is parking in a clearance parking area or a bicycle rider parking at a bicycle rack;”

24. Council strikes section 17.6 (e) and replaces it as follows:

“(e) on any portion of a street for a longer period of time than indicated on any traffic sign governing that portion of a street;”

25. Council strikes “or” from the end of sections 17.6(f)(i), (ii) and (iii).

26. Council strikes section 17.6 (f) (iv), and replaces it with:

“(iv) the driver of a motorcycle or motor assisted cycle, or a rider of a bicycle parks in a clearance parking area, in which case a 24 hour time limit is to apply; or”

27. Council adds a new section 17.6 (f) (v) as follows:

“(v) the driver of a Shared Vehicle displaying a valid permit issued under section 23.2, in which case no time limit is to apply;”

Schedule A

Fees and Charges for impounded vehicles
(towing fees will have GST added)

1. Towing Fee

- a) Vehicle with a gross vehicle weight of 2,999 kg or less
- (i) regular tow..... \$77.46
 - (ii) tow with dolly \$102.46
- Plus fuel surcharge of 12%
- Plus, for a towing distance greater than 6.0 km..... \$2.64 per km
- Plus fuel surcharge of 12%
- b) Vehicle with a gross vehicle weight of 3,000 kg to 6,300 kg
- (i) regular tow..... \$81.80
 - (ii) tow with dolly \$106.80
- Plus fuel surcharge of 12%
- Plus, for a towing distance greater than 6.0 km..... \$3.05 per km
- Plus fuel surcharge of 12%
- c) Vehicle with a gross vehicle weight of 6,301 kg to 9,072 kg
- (i) regular tow..... \$129.67
- Plus fuel surcharge of 12%
- Plus, for a towing distance greater than 6.0 km..... \$3.72 per km
- Plus fuel surcharge of 12%
- d) Vehicle with a gross vehicle weight of 9,073 kg and over
- (i) regular tow..... \$172.47
- Plus fuel surcharge of 12%
- Plus, for a towing distance greater than 6.0 km..... \$7.83 per km
- Plus fuel surcharge of 12%

2. Unhooking Fee

Where towing service has commenced hook-up and the owner or person in charge requests delivery of the vehicle before it is towed.

- a) Vehicle with a gross vehicle weight of 2,999 kg or less
 - (i) regular tow..... \$38.73
 - (ii) tow with dolly \$51.23

Plus fuel surcharge of 12%

- b) Vehicle with a gross vehicle weight of 3,000 kg to 6,300 kg
 - (i) regular tow..... \$40.90
 - (ii) tow with dolly \$53.40

Plus fuel surcharge of 12%

- c) Vehicle with a gross vehicle weight of 6,301 kg to 9,072 kg
 - (i) regular tow..... \$64.84

Plus fuel surcharge of 12%

- d) Vehicle with a gross vehicle weight of 9,073 kg and over
 - (i) regular tow..... \$86.24

Plus fuel surcharge of 12%

3. Storage Fee

- a) for the first day or portion thereof, that vehicle is impounded and stored \$23.28
- b) for each day after the seventh day, or portion thereof, that the vehicle is in storage \$10.00

4. Removal fee

For the removal of a chattel unlawfully placed, left or kept on a City street, the charge shall be

Where removal necessitates only the use of one person \$100.00

plus, a fuel surcharge to a maximum of 8.5% \$8.50

- a) Where removal necessitates the use of two people but no extra equipment \$200.00
plus, a fuel surcharge to a maximum of 8.5% \$17.00
- b) Where removal necessitates the use of more than two people or extra equipment or both..... \$300.00
plus, a fuel surcharge to a maximum of 8.5% \$25.50

5. Containers

For the storage of an impounded solid waste container, the charge for:

- a) the first day, or portion thereof, that the solid waste container is impounded shall be \$8.00
- b) each day after the first day, or portion thereof, that the solid waste container

BY-LAW NO. _____

**A By-law to amend the
By-law Notice Enforcement By-law to reduce discounts**

THE COUNCIL OF THE CITY OF VANCOUVER, in public meeting, enacts as follows:

1. This By-law amends the indicated provisions of By-law Notice Enforcement By-law No. 10201.
2. Council strikes Appendix A of the By-law and replaces it with the Appendix A attached to this By-law.
3. A decision by a court that any part of this By-law is illegal, void, or unenforceable severs that part from this By-law, and is not to affect the balance of this By-law.
4. This By-law is to come into force and take effect on the date of its enactment.

ENACTED by Council this _____ day of _____, 2016

Mayor

SCHEDULE "A"
DESIGNATED BY-LAWS,
BY-LAW CONTRAVENTIONS AND PENALTIES

By-law and By-law Section	Description	A1 Penalty	A2 Discount	A3 Surcharge
Street and Traffic By-law No. 2849				
17.1	Stop where prohibited	100	40	50
17.2(a)	Stop close to stop sign	100	40	50
17.2(b)	Stop near firehall	100	40	50
17.2(c)	Stop near hydrant	100	40	50
17.2(d)	Stop near crossing	100	40	50
17.2(e)	Stop near garbage	100	40	50
17.2(f)	Stop near excavation	100	40	50
17.2(g)	Stop on bridge	100	40	50
17.2(h)	Stop alongside median	100	40	50
17.2(i)	Stop on narrow road	100	40	50
17.2(j)	Stop in reserved portion	100	40	50
17.3	Stop at bus stop	100	40	50
17.4(a)	Stop on crosswalk	100	40	50
17.4(b)	Stop near crosswalk	100	40	50
17.4(c)	Stop on sidewalk	100	40	50
17.4(d)	Stop on sidewalk crossing	100	40	50
17.4(e)	Stop on boulevard	100	40	50
17.4(f)	Stop within intersection	100	40	50

17.5(a)	Stop near intersecting lane	100	40	50
17.5(b)	Stop near intersecting sidewalk	100	40	50
17.5(c)	Stop near intersecting street	100	40	50
17.6(a)	Park where prohibited	100	40	50
17.6(b)	Park where restricted	100	40	50
17.6(c)	Park on narrow curbside street	100	40	50
17.6(d)	Park opposite vehicle	100	40	50
17.6(e)	Park longer than permitted	70	28	35
17.6(f)	Park longer than 3 hours	70	28	35
17.6(g)	Park near entrance	100	40	50
17.7	Move to avoid time limit	100	40	50
18.1 (a)	Park not parallel	100	40	50
18.1 (b)	Park wrong direction	100	40	50
18.1 (c)	Park too far from curb	100	40	50
18.2	Park contrary to markings	100	40	50
18.3	Improper parking on grade	100	40	50
19.1 (a)	Stop near lane intersection	100	40	50
19.1 (b)	Stop near intersecting sidewalk	100	40	50
19.1 (c)	Stop near lane intersection	100	40	50
19.1 (d)	Stop leaving too little lane	100	40	50
19.1 (e)	Stop and obstruct vehicles	100	40	50
19.1 (f)	Stop near fire door	100	40	50
19.1 (g)	Stop near driveway	100	40	50
19.1 (h)	Stop abutting commercial property	100	40	50

19.1 (i)	Stop on lane in prohibited area	100	40	50
19.1 (j)	Stop in West End or Robson North	100	40	50
20.1 (a)	Stop too long abutting area	100	40	50
20.1 (b)	Stop overnight	100	40	50
20.2	Stop near park, school or church	100	40	50
20.3	Park trailer on street	250	100	125
21.1	Stop in passenger zone	100	40	50
21.3	Stop in loading zone	100	40	50
21.5	Stop in commercial loading zone	100	40	50
21.7	Stop in tour bus zone	100	40	50
72A (1)	Derelict vehicle on street	250	100	125

By-law and By-law Section	Description	A1 Penalty	A2 Discount	A3 Surcharge
Parking Meter By-law No. 2952				
4(1)	Park outside metered space	70	28	35
4(2)	Park at improper angle	70	28	35
4(3)	Park against traffic flow	70	28	35
5(3)(a)	Park longer than limit	70	28	35
5(4)(a)(ii)	Expired meter with zeros	70	28	35
5(4)(a)(iii)	Meter out of order	70	28	35
5(4)(b)	Expired meter time	70	28	35

By-law and By-law Section	Description	A1 Penalty	A2 Discount	A3 Surcharge
Motor Vehicle Noise and Emission Abatement By-law No. 9344				
2.7 (i)	Idle more than 3 minutes	100	40	50
2.7 (ii)	Idle unattended and unlocked	100	40	50
2.7.A (i)	Idle truck or bus more than 3 minutes	250	100	125
2.7.A (ii)	Idle truck or bus unattended and unlocked	250	100	125
Granville Mall By-law No. 9978				
10	Load or unload vehicle	250	100	125
11(a)	Stop taxi more than 3 minutes	250	100	125
11(b)	Stop vehicle more than 30 minutes	250	100	125
11(c)	Stop vehicle more than 120 minutes	250	100	125
15	Fail to display permit	250	100	125
17.1	Drive on transitway	250	100	125
17.2	Stop on transitway	250	100	125
18	Stop obstructing transitway	250	100	125