



INCORPORATED 1855

TOWN OF WHITBY REPORT

RECOMMENDATION REPORT

REPORT TO: Planning and Development Committee	REPORT NO: PL 98-08
DATE OF MEETING: June 23, 2008	FILE NO(S): Z-04-08
PREPARED BY: Planning/Public Works Joint Report	LOCATION: Town of Whitby
REPORT TITLE/SUBJECT:	Status of Parking Study to Review and Update Zoning Standards and Provisions

1.0 RECOMMENDATION:

1. That Planning Report, Item PL 98-08 on the status of the Parking Study to Review and Update Zoning Standards and Provisions be received for information;
2. That the second round of consultation, to present the results of the background and analysis phase of the study and to obtain input on the draft recommendations be scheduled at the earliest opportunity after the summer recess.

2.0 EXECUTIVE SUMMARY:

The purpose of this report is to update the Planning Committee and Council on the Town Parking Study and the next steps in the study process.

A first round of public consultation with key stakeholders and the public occurred on February 21, 2008 as part of the information gathering phase of the study. A second round of consultation to review options/alternatives and obtain input on draft recommendations will occur in the early fall of 2008.

The results of the study will provide the information necessary to update the parking standards and provisions in the Town's Zoning By-laws.

3.0 ORIGIN:

Town Council, in September 2007, authorized hiring a consultant to undertake a Parking Study and make recommendations to update the Town's Zoning By-law

parking standards and provisions. Subsequently in December 2007, Council approved hiring MMM Group Limited (MMM) for this Study. The Project Manager for MMM is Ms. Geri Kozorys-Smith, a professional planner with 31 years' experience in the planning and parking field.

4.0 BACKGROUND:

The Town has reviewed and implemented specific parking standards incrementally over the years to address issues and accommodate changing requirements. As a result, there are different definitions, standards and provisions related to parking for various land uses across the Town.

The purpose of the Study is to examine the off-street parking standards for all land uses and investigate specific issues like the parking of commercial and recreational vehicles in residential areas. The Study will provide recommendations for changes as appropriate.

The objective is to update the Zoning By-law standards and provisions related to parking without compromising streetscape appearance and urban design guidelines. Another objective is to implement a consistent and contemporary set of parking standards throughout the Town.

5.0 DISCUSSION/OPTIONS:

5.1 Study Work Plan

The Study is being administered through a Technical Steering Committee (TSC) made up of staff from various departments. The consultant's proposed Work Plan involves the following activities:

- Activity 1: Project Initiation Meeting (Meeting No. 1)
- Activity 2: Familiarization with Background Material
- Activity 3: Consultation (Round I)
- Activity 4: Surveys of Other Municipalities
- Activity 5: Interim Findings/Steering Committee Meeting (Meeting No. 2)
- Activity 6: Analysis of Survey of Other Municipalities
- Activity 7: Resident Interviews
- Activity 8: Parking Utilization Surveys
- Activity 9: Parking Survey Summary
- Activity 10: Background Study Report
- Activity 11: Steering Committee Meeting (Meeting No. 3)
- Activity 12: Assessment of Parking Standards
- Activity 13: Options Report/Steering Committee Meeting (Meeting No. 4)
- Activity 14: Consultation (Round II)
- Activity 15: Draft Report

- Activity 16: Steering Committee Meeting (Meeting No. 5)
- Activity 17: Consideration of Input Received/Final Options Report
- Activity 18: Final Presentation

This proposed Work Plan provides a systematic methodology to ensure that the basic study components of Background and Analysis, Options and Alternatives and finally Recommendations are covered in the study process. Deviation from the Work Plan can be tolerated, based on the dynamics of the program, as long as the basic components are covered and the purpose and objectives of the Study are satisfied.

5.2 Status of Activities

Activities 1 through 8 are complete and the consultant is compiling the information to satisfy Activities 9 and 10. What follows is a brief summary of the areas covered so far in the Work Plan.

Activity 1: Project Initiation Meeting (Meeting No. 1)

- On January 25, 2008 the consultant met with the TSC to review background material supplied by staff, clarify the Study purpose and objectives, review expectations and discuss administrative matters.

Activity 2: Familiarization

- The consultant has reviewed the background material provided by staff.
- On February 20, 2008, staff gave the consultant an orientation tour of the Town and identified certain problematic situations.

Activity 3: Consultation (Round I)

Stakeholders' Meeting

- On February 21, 2008 (in the afternoon), the consultant and staff hosted a Stakeholders' Meeting to overview the Study process and receive input and comment on parking matters. The stakeholders' group included representatives from School Boards, Whitby Chamber of Commerce, Accessibility Advisory Committee, BILD, Durham Region Homebuilders Association, active local developers/builders (eg. Liza Homes, Sorbara/Tribute Holdings) and local recreational groups (eg. Whitby Iroquois Soccer).
- Attachment No. 1 to this report reflects the input received at the Stakeholders' Meeting.

Public Meeting

- On February 21, 2008 (in the evening), the consultant hosted a Public Meeting to receive input and comment on parking issues from the public. Approximately 25 residents attended the meeting and the focus of comments related to the parking of commercial and recreational vehicles in residential areas and parking concerns related to Group Homes.
- Attachment #2 reflects the input received at the Public Meeting.

Activity 4: Surveys of Other Municipalities

- Questionnaires were sent out to 21 municipalities asking for input on matters such as parking standards related to various land uses, problematic parking situations, and experience with parking of commercial and recreational vehicles in residential areas.
- The municipalities that responded to this survey include:
 - Pickering
 - Ajax
 - Oshawa
 - Clarington
 - Milton
 - Newmarket
 - Richmond Hill
 - Guelph
 - St. Catharines
 - Cambridge
 - Edmonton
- The consultant will use this information in conjunction with data derived locally, to develop alternative approaches to the parking situation in Whitby. The municipal survey responses will be compiled in an Appendix to the final report.

Activity 5: Interim Findings/Steering Committee Meeting (Meeting No. 2)

- On March 20, 2008 the consultant met with the TSC to:
 - review the input received so far from the survey of other municipalities
 - obtain input on the potential areas and sites for the Resident Interviews and related questions
 - obtain input on the sites for the Parking Utilization Survey
 - introduce a list of “considerations” when assessing the pros and cons of commercial and recreational vehicle parking in residential areas

- Attachment #3 to this report is a list of “Considerations” for evaluating alternative approaches to parking issues. The consideration elements are reflected against some of the comments received concerning commercial and recreational vehicle parking in residential areas.

Activity 6: Analysis of Survey of Other Municipalities

- The consultant has compared the data received from the municipal survey and determined that Resident Interviews and a scoped Parking Utilization Survey are warranted in order to better appreciate the parking issues in the Town. This additional data will contribute to the development of consistent, appropriate and defensible parking standards and provisions for different land uses and parking issues.

Activity 7: Resident Interviews

- A total of 150 resident door to door interviews were undertaken in a sampling of various low and medium density areas throughout the Town. The areas and streets selected were intended to give a cross-section of different ages of single-detached, semi-detached, link and street townhouse dwellings. Attachment #4 is a map showing the general distribution of areas where the resident interviews were undertaken.
- The intention of the interviews was to get a sampling of the number of vehicles per household, where the vehicles are parked on the property and a response to the parking of commercial and recreational vehicles in residential areas.
- Higher density residential use areas were not surveyed since matters like parking of commercial or recreational vehicles are typically controlled by lease or condominium declarations/by-laws.
- Attachment #5 outlines the general instructions used to conduct the interviews and the questions asked of residents.

Activity 8: Parking Utilization Surveys

- Parking utilization surveys were undertaken at sample sites either for land uses where issues were identified or to test how the present parking standards are implemented in real situations. The surveys also provide comparison data related to parking by-law standards information gathered from other municipalities.

- Surveys were undertaken at the following three small shopping centres that have the potential for parking problems related to food service establishments:
 - Orchard Highlands, 3100 Brock St. N. (Brock and McCartney)
 - Marigold Plaza, 3995 Garden St. (Garden and Taunton)
 - Meadowglen Plaza, 10 Meadowglen Drive (Garden and Meadowglen)

- Surveys were also undertaken at the following Group Homes locations:
 - 6 Marta Road
 - 23 Inglewood Place
 - 310 Chestnut Street
 - 88 Wyndfield Crescent

5.3 Next Steps

The next steps in the study process are generally as follows:

Activities 9-11

- Compile, summarize and consolidate the information from the background material, input from other municipalities and results of Resident Interviews and Parking Utilization Surveys.

Activities 12-13

- Assess and analyse the information and data and prepare draft recommendations for options and alternative approaches to updating parking standards and provisions.

Activity 14

- Host the second round of public and stakeholder consultation to present a summary of the background and analysis phase of the study, outline draft recommendations and receive public input.

Activities 15-18

- Prepare a draft final report outlining the methodology, findings, and recommendations for new parking standards and provisions taking into account the input received from the public and stakeholders' consultations and from the staff members of the TSC.

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- Present the final report to the Planning and Development Committee.

6.0 COMMUNICATION ISSUES/PLAN:

The second round of public consultation will be advertised in the newspaper, posted on the Town's website and a direct mailing will go out to a list of interested parties and stakeholders. The Public Meeting component will be a combination of open house followed by a presentation to the Planning and Development Committee. This format will allow the public to talk directly to the consultant and staff about specific issues. The timing for the meeting has yet to be determined, but is expected to be in October 2008.

The Study findings and draft recommendations will also be reviewed at a Stakeholders' Meeting.

7.0 CONSIDERATIONS:

A. PUBLIC

N/A

B. FINANCIAL

N/A

C. IMPACT ON & INPUT FROM OTHER DEPARTMENTS/SOURCES

N/A

D. CORPORATE AND/OR DEPARTMENT STRATEGIC PRIORITIES

N/A

8.0 SUMMARY AND CONCLUSION

Council authorized undertaking a Parking Study with the objective of updating the Town's Zoning By-law, parking standards and provisions. The consultant has completed the background and analysis phase of the Study Work Plan and is compiling the information and data gathered.

Work on the review of options and alternatives is proceeding. The next major activities involve the preparation of draft recommendations and hosting the second round of consultation.

9.0 ATTACHMENTS

Attachment #1: Consultant's Notes from Stakeholders' Meeting

Attachment #2: Consultant's Notes from Public Meeting

Attachment #3: List of Considerations for Evaluating Alternative Approaches to a
Parking Issue

Attachment #4: Map of Resident Interview Locations

Attachment #5: Resident Interview Questionnaire

For further information contact:
Bruce Hunt, Ext. 2334

Suzanne Beale, Director of Public Works, Ext. 4311

Robert B. Short, Director of Planning, Ext. 4309

Robert Petrie, Chief Administrative Officer, Ext. 2211



MEETING REPORT

Date:	March 14, 2008	Project:	Parking Study to Review & Update Zoning Standards and Provisions
Date of Meeting:	February 21, 2008	Project #:	16-08012
Location:	Town of Whitby Municipal Office	Author:	Tony Chiu/Geri Kozorys-Smith
Purpose:	Stakeholder Meeting		
Attendees:	Bill Sidsworth Marianne Tracey – D.G. Biddle C. Trombino – Durham District School Board Rick Siblock Ken Corner Jeff Solly Colin McLachlan Margot Weir– Whitby Chamber of Commerce Frank Palombi Bruce Hunt – Planning Kathleen Power – Planning Geri Kozorys-Smith – MMM Group Tony Chiu - MMM Group		

Background:

The Town of Whitby has reviewed and implemented specific parking requirements and standards incrementally in both Zoning By-law 1784 and 2585, over the years, to address issues and changing requirements. It has been determined that it is now timely to undertake a comprehensive review of the Town's off-street parking standards to up-date them and to make them consistent within each bylaw. The review of parking standards for the storing of commercial vehicles or recreational vehicles in residential areas will also be included.

MMM Group Limited has been retained to undertake a parking study and make recommendations to update the Town's zoning by-law parking requirements and standards.

Purpose:

The purpose of the Stakeholders' Meeting is to have the consultant overview the study process and allow the participating groups to provide input and comment on parking matters.

Input received at the meeting included the following:



Residential Uses:

<i>Low Density</i>	
Comments:	<ul style="list-style-type: none"> • Parking related to residential uses is generally not an issue except for smaller lots. • Many garages are used for other purposes (i.e. storage) and vehicles are forced to park on the street. • No one parks in the garage any longer. • Two spaces per unit is generally enough. • The sizes of vehicles are generally larger as compared to the last decade. • Some single vehicle driveways have been modified to fit two vehicles. • Parking enforcement is on a complaint basis. • Garage dimensions have been reduced for new residential development since the developers want to maximize the “sellable” floor area in the houses. • Some double garages are too small to accommodate two vehicles. • Issue of accessible parking. If need a ramp to access the house, it needs to go on the driveway.
Suggestions:	<ul style="list-style-type: none"> • Relocate the sidewalk to the edge of the curb, similar to the designs used in Western Canada, to provide extra depth for additional parking in the boulevard. • Increase the width of the driveway to allow residents to park their vehicles on the driveways instead of parking on the street. • Consider putting in lay-bys on wide streets. • Review the Town of Whitby design standards.
<i>Medium to High Density</i>	
Comments:	<ul style="list-style-type: none"> • Some live/work units end up being single family homes.
Suggestions:	<ul style="list-style-type: none"> • Should consider putting in dedicated lay-bys or parking lanes along frontage for block townhouses.
<i>Condos</i>	
Comments:	<ul style="list-style-type: none"> • Parking is generally not an issue because they have management control. • Parking of recreational vehicles generally not a problem in condos (restricted by agreement).

Institutional Uses:

<i>Schools</i>	
Comments:	<ul style="list-style-type: none"> • Temporary on-street parking for pick up and drop off is a fact of life since school sites do not have enough space to accommodate the demand for parent pick up and drop off. • Off-street parking used to be an issue prior to the Graduated Licensing System and elimination of Grade 13. The parking lots are far less utilized now.

Industrial Uses:

<i>Warehousing/Manufacturing</i>	
Comments:	<ul style="list-style-type: none"> • Parking demand is less than the parking requirements. Spaces are not fully utilized.
Suggestions:	<ul style="list-style-type: none"> • Parking requirements should provide separated standards for warehousing and manufacturing.



Commercial Uses:

<i>Downtown and Other Higher Density Corridors/Nodes</i>	
Comments:	<ul style="list-style-type: none"> • Very few accessible off-street parking spaces are provided in the downtown area. • Accessible parking spaces are not provided on street. In addition, the pavement markings are unclear in some locations. • Some people complain that there are not enough parking spaces in the downtown area. Employees take up most of the parking spaces, which makes it difficult for customers to locate parking. • Some parking spaces in the downtown area are occupied by vehicles that are carpooling elsewhere to work. • Can't support structured parking in Whitby today vis-a-vis the economics. • We don't need more parking, we need better policing.
Suggestions:	<ul style="list-style-type: none"> • Need to look at shared use parking opportunities on commercial sites. • May need to look at bonussing to encourage intensification in response to the Provincial Growth Plan that calls for intensification in nodes and selected corridors. • Develop separate parking standards for nodes, near Go Stations, along corridors and along other potential areas for intensification.
<i>Office Uses</i>	
Comments:	<ul style="list-style-type: none"> • No problems indicated or observed. • Transit service does not cover some areas. • Parking requirements should reflect the parking demands for land use intensification.
<i>Retail Uses</i>	
Comments:	<ul style="list-style-type: none"> • The current by-law parking requirements related to large commercial sites are too high. Observations indicate that the parking lots are not fully utilized on the typical day (i.e. Walmart). • Parking standards are out-of-date. Have not been changed since 1985. • The by-law requirements cannot address the parking needs for small plazas. Same parking rate is applied to both large and small commercial developments. • The definitions need to be updated especially GFA and GLA.
Suggestions:	<ul style="list-style-type: none"> • Revise parking standards to reflect the actual needs. • Encourage the use of transit. • The existing parking rate of 5.5 spaces per 1000 ft² should be reduced to 3.75 per 1000 ft² to reflect the actual needs.

Recreational Uses and Facilities:

<i>Parks</i>	
Comments:	<ul style="list-style-type: none"> • Residents complain that there are not enough parking spaces for the parks. • Some residents have been observed to park on the grassed areas and local streets due to lack of parking spaces. • Soccer is more popular nowadays as compared to the last decade and more people are using the soccer pitches. • Park users are not willing and are discouraged from carpooling due to liability issues. • Parking is an issue during large sports tournaments and trade shows at arenas. • Parking is not provided in some new parks. • Parking requirements related to parks tend to vary from site to site which makes it difficult to establish requirements that would apply to all.



Suggestions	<ul style="list-style-type: none"> • The town should purchase additional lands in the vicinity of the parks to provide additional parking spaces. • Consider shared use opportunity with school boards and churches. (One of the potential problems with shared uses is the liability.) • Consider interim use agreements for future develop sites (i.e. future school).
<i>Community Centres</i>	
Comments:	<ul style="list-style-type: none"> • Current parking supplies can accommodate all regular activities.
<i>Hospitals</i>	
Comments:	<ul style="list-style-type: none"> • Parking is not an issue.



MEETING REPORT

Date: March 14, 2008 **Project:** Parking Study to Review & Update Zoning Standards and Provisions

Date of Meeting: February 21, 2008 **Project #:** 16-08012

Location: Town of Whitby Municipal Office **Author:** Tony Chiu/Geri Kozorys-Smith

Purpose: Public Meeting

Attendees: Approximately 25 Residents
 Bruce Hunt – Planning
 Kathleen Power – Planning
 Christy Fiddler – Planning
 Greg Hardy – Public Works
 A Few Members of Council
 Geri Kozorys-Smith – MMM Group
 Tony Chiu - MMM Group

Background:

The Town of Whitby has reviewed and implemented specific parking requirements and standards incrementally in both Zoning By-law 1784 and 2585, over the years, to address issues and changing requirements. It has been determined that it is now timely to undertake a comprehensive review of the Town's off-street parking standards to up-date them and to make them consistent within each bylaw. The review of parking standards for the storing of commercial vehicles or recreational vehicles in residential areas will also be included.

MMM Group Limited has been retained to undertake a parking study and make recommendations to update the Town's zoning by-law parking requirements and standards.

Purpose:

The purpose of the Public Meeting is to have the consultant overview the study process and allow the public and interested parties to provide input and comment on parking matters.

Input received at the meeting included the following:

General Parking Issues related to Residential Uses:

<i>Low Density</i>	
Comments:	<ul style="list-style-type: none"> • Many garages are used for other purpose (i.e. storage, bedroom). As a result, vehicles are forced to park on the street. • The garage sizes are generally too small to fit larger vehicles (SUV, pick-up truck, etc.). • Some driveway lengths are too short for larger vehicles. • Vehicles have been observed to park on the local roads for a long period of time every day. • Some roads are too narrow to accommodate two-way traffic flows and to provide on-street parking along both sides. • Residents have difficulty backing out from their driveways when the sightlines are blocked by the vehicle parked on-street. • Residents are not sure whether they are permitted to park on the portion of the driveway between the sidewalk and the curb/roadway.



	<ul style="list-style-type: none"> Overnight parking is an issue for visitors since the current by-law does not permit overnight on-street parking. May have more than one family living in one house. Thus, not enough parking to accommodate all of the vehicles based in the same house. Many non-commercial vehicles are larger than commercial vehicles. Size of vehicle and length of driveway should be proportional.
Suggestions:	<ul style="list-style-type: none"> Need consistency for parking enforcement. Increase the width of the driveway to accommodate two parallel parked vehicles. Managed short term parking by permit for special circumstances and occasional visitors. Parking on the driveway between the sidewalk and the curb should be addressed (safety issue).

Parking Issues related to Group Home

<i>Group Home</i>	
Comments:	<ul style="list-style-type: none"> Some garages are turned into bedrooms. Parking spaces related to group homes are occupied by the staff. Staff should not be parking on-street over extended periods of time. Large number of staff, therefore need for more parking on-site. Group home visitors are also forced to park on the street. Staff indicated interpretation has been made to allow parking on the apron as long as there is no encroachment over the sidewalk or the roadway and no parking on the grassed boulevard. Operators are not respecting the spirit of the bylaw.
Suggestions:	<ul style="list-style-type: none"> Review/study the parking requirements related to group homes. Number of staff should be controlled.

Recreational Vehicles on Residential Area:

<i>Recreational Vehicles</i>	
Comments:	<ul style="list-style-type: none"> Current by-law only permits one recreational vehicle in the garage. However, many residents own more than one recreational vehicle. By-law standards do not reflect the actual needs. Recreational vehicles have been observed to sit on the driveway for long periods of time and they have seldom been used. Hitch overhangs onto the street in some cases. Don't want to see a bunch of ski-doo, trailers, etc. Parking of the recreational vehicles on private driveways should not be a problem as long as does not block sightlines for others.
Suggestions:	<ul style="list-style-type: none"> Revise the policy to reflect the actual needs. Do not permit recreational vehicle parking in driveways for extended periods. Recreational vehicles should not sit in driveway for long periods when not in use. Look at potential for parking in the apron area parallel to the road.

Commercial Vehicles on Residential Area:

<i>Commercial Vehicles</i>	
Comments:	<ul style="list-style-type: none"> The definition of commercial vehicle is not clear. (eg. is pick-up truck considered to commercial vehicle; when does a car with graphic lettering (real estate) constitute a commercial vehicle) Impacts on livelihood if can't park a commercial vehicle at residence. Discrepancies in the by-law standards related to commercial vehicles. Discrepancies in definition of commercial vehicle with the Highway Traffic Act. Issues related to the current by-law standards: <ul style="list-style-type: none"> Commercial vehicles are permitted to park inside the garage but not on the driveway. Unit of measure not applicable (i.e. weight limit, tonnes) Ambiguity in by-law 518-71 (in exceed of not allow) However, the weight for many



	<p>automobiles is over this limit.</p> <ul style="list-style-type: none"> • Larger trucks are observed to intrude onto sidewalk or boulevard on some of the driveways. • Enforcement is on a complaint basis. Not enough enforcement in some areas, or enforcement is not consistent. May have several commercial vehicles parked on a street, but only the one where the complaint has been lodged is ticketed. • Some people convert their home vehicles to commercial vehicles with advertising graphics. Are they considered to be commercial vehicles? • There is a grey area where a vehicle is registered as a commercial vehicle but the same vehicle is also treated as a personal vehicle during the non working hours, or vice versa. • Majority of home owners don't have problem with commercial vehicles parking on the driveway. A survey undertaken by a resident indicates that 95 percent of the people on her street do not have problem with trucks parking on the driveways, as long as they are not intruding onto the sidewalk or boulevard. • Home based businesses should provide enough parking spaces for their customers. • Looks and appearance should not be a criteria to prohibit as long as the vehicle is parked off street. • Parking requirements must be responsive to changing community standards.
<p>Suggestions:</p>	<ul style="list-style-type: none"> • Review the parking policy. Need to consider size of vehicles vs. dimensions of driveway. • Need clarification/amendment of the definition of a commercial vehicle. • Need consistent enforcement, not just on a complaint basis. • Complaint based enforcement is biased and discriminatory.

Other Issues:

<p><i>Downtown Area</i></p>	
<p>Comments:</p>	<ul style="list-style-type: none"> • The Town permits residents to operate businesses out of their houses without providing adequate parking. • Some car carriers related to car dealerships have been observed to unload automobiles on the 4 lane highways. • Vehicles without license plates were observed be parked on lawns. • Vehicles related to car dealership have been observed to use the landscaped area for car display. • Spill over of downtown parking onto adjacent residential streets – some people simply don't want to pay for parking.
<p>Suggestions</p>	<ul style="list-style-type: none"> • Provide commuter/carpool lots within the community.

ATTACHMENT #3

CONSIDERATIONS – COMMERCIAL VEHICLE PARKING IN RESIDENTIAL AREAS

- Fairness/Equality
 - Ticketing on complaint only
∴ many other commercial vehicles are not ticketed.
 - If can park a large recreational vehicle then why not a commercial one?
 - Those living in condos are typically prohibited from parking commercial vehicles on site, and therefore must park these elsewhere.
- Vehicle Sizes
 - Vehicles for private usage can be larger than so called commercial vehicles.
 - Cannot fit into the garages.
- Esthetics
 - Very subjective.
 - What is an eye-sore for one person can be perfectly acceptable to another and vice versa.
 - Vehicle not there during the day, only in the evenings and on weekends.
- Clear Cut Definitions
 - Definitions are ambiguous at best today to what constitutes a commercial vehicle.
 - Different under the Traffic Act than under Whitby's current provisions.
- Rights
 - Some feel that should be allowed to park whatever they wish in their own yards.
- Safety
 - Overhang of vehicles onto sidewalk.
 - Obstruction of sightlines.

CONSIDERATIONS – COMMERCIAL VEHICLE PARKING IN RESIDENTIAL AREAS

- Livelihood
 - Need vehicles for business.
 - May operate business from home.
- Liability related to Business
 - Concerns for tools and other materials that need to be stored in the vehicle, if need to park the vehicle elsewhere in a less secure space.
- Environment
 - Unnecessary travel, therefore fuel consumption and pollution due to unnecessary travel to place of employment to pick up and drop off the commercial vehicle.
 - Idling of commercial vehicles in the morning, therefore pollution and noise.

CONSIDERATIONS – RECREATIONAL VEHICLE PARKING ON RESIDENTIAL PROPERTY

- Fairness/Equality
 - Lack of consistency in the standards across the municipality.
- Number and Type of Vehicles
 - How to equalize (eg. does one boat equal to two ski-doo's?)
- Storage Location
 - If park the recreational vehicle in the garage then the passenger vehicle cannot be parked in the garage.
- Safety
 - Overhang of hitches onto the street.
 - Obstruction of sightlines.
- Temporary versus permanent storage
 - Difference between those who may store on a seasonal basis, versus those who very seldom move the vehicle, versus those who need to have the vehicle on site only temporarily (eg. to load and unload).

**CONSIDERATION – RECREATIONAL VEHICLE PARKING ON RESIDENTIAL
PROPERTY**

- Rights
 - Some feel that should be allowed to park whatever they wish on their own property.
- Esthetics
 - Subjective. Is one type of recreational vehicle esthetically pleasing, while another is not?

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Attachment #4

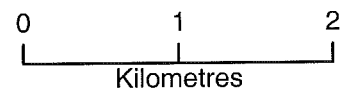
**Parking Study -
Resident Interview
Locations**



Number	Street
1	Kenneth Hobbs Ave
2	Vanier St
3	Longueuil Pl
4	Telegraph Dr
5	Lafayette Blvd
6	Carrington Pl
7	Timber Mill Ave
8	Dymond Dr
9	Willow Park Dr
10	Divine Dr
11	Weldon St
12	Kilberry Dr/Beech St E
13	Pheasant St
14	Athol St
15	Janedale Cres
16	Beumaris Cres
17	Corianne Ave
18	Haverhill Cres
19	Tallships Dr

Date: June, 2008
UTM Zone 17 NAD83

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ATTACHMENT #5 – RESIDENT INTERVIEW QUESTIONNAIRE

RESIDENT SURVEYS

GENERAL INSTRUCTIONS

- 150 to be completed in total, representing different geographic areas of the town, different periods of construction, different low density forms including singles, semis and street townhouses and different available parking supplies.
- Questionnaire will be administered to an adult living in the house.
- Will be set up as a spreadsheet rather than individual questionnaires.
- Survey number – to identify for data entry.
- Municipal address – address will not be coded in the data entry, but will be included in case follow-up is required.
Street name will be included.
- Number of vehicles that can be parked will be estimated by the surveyor, assuming one vehicle in the garage for a single or slightly larger garage, and two for a double garage. Will also estimate the number that can be parked in the driveway.
- Open ended questions will be avoided.
- Multiple responses are acceptable for questions 3(b) and (4b).
- Residents will be provided with both Bruce’s and Geri’s names, phone numbers and e-mail addresses in case there are any questions, or the residents wish to provide further comments.

INTRODUCTION

Hello, my name is _____. I am undertaking a brief parking survey on behalf of the Town of Whitby. This information will be used to help develop new parking standards for the Town.

Would you be able to provide about 5 minutes of your time to respond to a few questions? Your responses will be aggregated with those of others, and you will not be specifically identified.

BASIC INFORMATION

Survey Identification No. _____

Municipal Address: _____

Garage Size: Single One & 1/2 Double Other

No. of vehicles that can be parked on site (eg. one in driveway and one in garage, two in garage and two in driveway if a double garage.)

_____ in garage _____ in driveway

QUESTIONS

- (1) How many vehicles do the members of the household have and are normally parked at this house?

_____ autos, vans, SUV's

_____ commercial vehicles used for business (please specify the kind of vehicle, eg. van, pick-up truck, etc.)

_____ motorized recreational vehicles (please specify – eg. boat, boat with trailer, camping trailer, etc.)

- (2) How do you primarily use your garage today?

_____ primarily for the parking of a vehicle

_____ primarily for storage

_____ equally for both

_____ other (please specify)

- (3) (a) Should the parking of commercial vehicles (ie. those with advertising) be allowed on residential properties? _____ Yes _____ No

- (b) If yes, under what circumstances?

_____ If the vehicle does not exceed a certain length or height?

_____ If it can be parked elsewhere on the site, for example in the backyard?

_____ If the vehicle does not overhang onto the sidewalk or street?

_____ If the vehicle is also needed for personal use?

_____ If the advertising on the vehicle is limited?

_____ If there is no trailer with the commercial vehicle?

_____ Other (please specify)

(4) (a) Should recreational vehicles such as motor boats, camper trailers, all-terrain vehicles, and RV's be allowed to be parked on residential properties?

_____ Yes _____ No

(b) If yes, under what circumstances?

_____ If the length of the vehicle is shorter than the length of driveway?

_____ Only for short periods of time such as one day to pack and unpack?

_____ If the vehicle can only be parked in the garage?

_____ If it can be parked elsewhere on the site, for example in the backyard?

_____ Other (please specify)

(5) Should the parking of mini school buses be allowed on residential properties?

_____ Yes _____ No

Thank you for your assistance.