

MMM Group Limited



Parking Study to Review
and Update Zoning
Standards and Provisions
Prepared for: Town of Whitby



September 2009 | 16-08012

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Mr. Bruce Hunt
Town of Whitby
575 Rossland Road East
Whitby ON
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Dear Mr. Hunt,

**Subject: Parking Study to Review and Update Zoning Standards and Provisions
Town of Whitby**

MMM Group Limited is pleased to present the findings of the Parking Study to Review and Update Zoning Standards and Provisions.

Based on a review of the current zoning by-laws, public and stakeholder consultations, a review of the standards of other municipalities, industry standards, other studies undertaken by MMM, and site specific parking utilization surveys, this report recommends new parking standards to update the Town of Whitby's zoning by-law. The recommendations also include standards for commercial and recreational vehicle parking in residential zones, as well as design related standards and guidelines.

We thank you for the opportunity to undertake this study. We would be pleased to respond to any questions should they arise.

Yours very truly,

MMM GROUP LIMITED



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EXECUTIVE SUMMARY

1.0 INTRODUCTION

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

The current parking requirements are detailed in the two parent zoning by-laws (1784 and 2585), along with separate provisions for Downtown Whitby and the Village of Brooklin (referenced as Downtown Brooklin), Oak Ridges Moraine, and various site specific amendments.

The primary purpose of the study was to assess the current parking standards and recommend new standards as needed to update the Town's zoning by-law to ensure a level of consistency throughout the municipality. Furthermore, two specific issues regarding commercial vehicle parking in residential zones and recreational vehicle parking in residential zones were examined. Finally, design related standards and guidelines were reviewed.

The study included public and stakeholder consultations, a review of the standards of other municipalities, industry standards, other studies undertaken by MMM, as well as site specific parking utilization surveys where necessary.

The principles which guided the study recommendations include:

- Consistent standard wherever possible,
- Consideration of contemporary best practices,
- Standards expressed as one space per unit of measure, and
- Standards expressed per 100 m² rather than 93 m².

2.0 DEVELOPMENT OF NEW TOWN-WIDE PARKING STANDARDS

2.1 Residential Uses

With respect to lower density, ground oriented residential uses, the recommended standard is 2.0 parking spaces per dwelling unit, with tandem parking permitted (e.g. one in garage and one in driveway), with exceptions for residential uses with individual garages/driveways. This recognizes the availability of on-street parking for visitors.

For higher density and some other residential uses various issues were identified and appropriate standards developed as discussed below:

Block townhouses

- The main concern related to block townhouses is the availability of designated visitor parking spaces. For block townhouses with individual garages/driveways, a standard of 2 spaces per dwelling unit plus 0.25 spaces per dwelling unit of designated visitor parking

is recommended. For block townhouses without individual garages, a standard of 1.75 spaces per dwelling unit plus 0.25 spaces per dwelling unit of designated visitor parking is recommended.

Apartment buildings

- Adopt a single unified standard of 1.25 spaces per unit plus 0.25 spaces per dwelling unit is for visitors. However consider site specific reductions for rental buildings to 1.15 spaces per unit of which 0.15 spaces per unit is for visitors.

Group Homes

- Currently the available on-site parking spaces are mainly occupied by the staff. As a result, some group home staff and visitors are forced to park on street. Therefore, 2.0 spaces per unit, plus 1.0 space per 3 residents is recommended to address the parking demands related to both staff as well as visitors to the residents living in the group homes.

The recommendation for each residential land use category is detailed as follows:

Residential Land Use Category	Recommendations
Single detached dwellings, semi-detached dwellings, street townhouses, Link dwellings	<ul style="list-style-type: none"> • Two parking spaces per dwelling unit, with tandem parking permitted (e.g. one in garage and one in driveway).
Duplex and double duplex dwellings	<ul style="list-style-type: none"> • 2 spaces per dwelling unit, with tandem parking permitted (e.g. one in the garage and one in driveway). • That the definitions be rationalized (for example double duplex versus quadruplex.).
Triplex dwellings, Quadruplex dwellings, Stacked dwellings	<ul style="list-style-type: none"> • 2 spaces per dwelling unit.
Block townhouses	<ul style="list-style-type: none"> • 2 spaces per dwelling unit for townhouses with individual garages, with tandem parking permitted (e.g. one in garage and one in driveway), where individual driveways are provided. In addition, 0.25 space per dwelling unit of designated visitor parking spaces. • 1.75 spaces per dwelling unit for townhouses without individual garages. In addition, 0.25 space per dwelling unit of designated visitor parking.
Converted dwellings	<ul style="list-style-type: none"> • No specific parking requirements as this is a generic category. • Instead apply parking requirements related to the type of development following the conversion.
Non-profit dwellings	<ul style="list-style-type: none"> • No specific parking requirements as this is a generic category. Apply parking requirements related to the type of unit.
Apartment building	<ul style="list-style-type: none"> • 1.25 spaces per unit for the resident plus 0.25 spaces per unit designated for visitors, regardless of unit type. • However consider site specific reductions to 1 space per unit for the resident, plus 0.15 spaces per unit for visitors for a rental building.
Seniors dwelling	<ul style="list-style-type: none"> • 0.25 spaces per unit, plus 0.25 spaces per unit for visitor parking for Downtown Whitby and Downtown Brooklin.
Boarding/lodging house	<ul style="list-style-type: none"> • 1 space per primary unit, plus 0.5 space per guest room.
Bed and breakfast establishments	<ul style="list-style-type: none"> • 2 spaces per dwelling unit, plus 1 space per guest room, with tandem parking permitted for the primary unit.
Group home	<ul style="list-style-type: none"> • 2 spaces per unit, plus 1 space per 3 residents.
Crisis residence	<ul style="list-style-type: none"> • 1 space per 3 residents, plus the required parking spaces for the dwelling type within which the crisis residence is located.
Residential (other than listed herein)	<ul style="list-style-type: none"> • Eliminate this category.

2.2 Non-residential Uses

Parking issues related to certain non-residential uses, such as office uses and retail uses, were also identified as discussed below:

Clinics:

- The current local by-laws are based on different units (GFA, number of practitioners). In order to be consistent, it is recommended to revise the standard to be based on floor area, not practitioners, recognizing that it is easier to monitor. One parking space per 17 m² of GFA (6 spaces per 100 m²) is recommended.

Office/Public buildings:

- The current by-law standards are relatively low as compared to those of other municipalities and industry standards. Therefore, a slight increase in the standards to 1.0 space per 30 m² of GFA (3.3 spaces per 100 m²) is recommended. However consideration should be given to reductions in areas identified for intensification, through site specific studies.

Bank/Financial Institution:

- The main issue related to banks/financial institutions is that there is currently no distinction in local by-laws between banks with and without a drive-thru ATM. Parking requirements for banks with drive-thru ATMs should be reduced to reflect a lower parking demand. The existing local by-law standard (1 space per 23 m²) should only apply to the standalone banks without drive-thru ATM's.
- One space per 30 m² of GFA is recommended for banks with drive-thru ATM's.

Hotel/Motel

- As many of today's hotels have accessory uses (e.g. banquet halls, restaurants, conference rooms, etc.), a parking requirement of 1.0 space per guest room/suite, plus 1.0 space per 10 m² of GFA devoted to accessory uses is recommended.

Eating Establishment

- The current by-law does not clearly outline the distinction between fast food and other restaurants. Typically fast food restaurants require more parking than that needed by standard restaurants, particularly as compared to fine dining restaurants.
- 1 space per 19 m² of GFA and 1.0 space per 11 m² of GFA are recommended for standard restaurant and fast food restaurant, respectively.

Shopping Centre/Shopping Plaza

- There are currently no distinctive requirements for different sizes of the shopping centres. It should be recognized that smaller shopping centres require less parking on a per square foot or metre basis than larger shopping centres. To address this issue, the industry standards for shopping centres are recommended, with a further modification to account for smaller plazas.

The recommendations related to the non-residential land use categories are detailed as follows:

Commercial/ Non-residential Land Use Category	Recommendation
Clinic	<ul style="list-style-type: none"> • 1 space per 17 m² of GFA (6 spaces per 100 m²) for clinic.
Office, public building	<ul style="list-style-type: none"> • 1 space per 30 m² of GFA (3.3 spaces per 100 m²), inclusive of training facilities and cafeteria or restaurants that do not have any external signage and therefore intended only for employees of the building. • If the office building includes more extensive facilities (e.g. restaurants, retail uses), those uses would be calculated separately from these general office uses. This needs to be considered on a site specific basis, taking into consideration the location and mix of uses, particularly in areas that are being considered for intensification.
Bank/financial institution	<ul style="list-style-type: none"> • 1 space per 23 m² GFA for standalone banks without drive-thru ATM's. • 1 space per 30 m² for banks with drive-thru ATM's, including a stacking lane of at least 3 vehicles in length in total. • In either case, apply shopping centre rate if the bank is part of a plaza or a shopping centre.
Hotel/motel	<ul style="list-style-type: none"> • 1 space per guest room/suite, plus 1 space per 10 m² of GFA devoted to accessory uses such as lounges, taverns, meeting rooms, restaurants, banquet halls, etc.
Private club	<ul style="list-style-type: none"> • 1 space per 4 persons of permitted capacity.
Bingo hall	<ul style="list-style-type: none"> • 1 space per 9 m² of GFA.
Eating establishment	<ul style="list-style-type: none"> • For standard restaurant, 1 space per 19 m² of GFA as per observed. • For fast food restaurant including donut shop, 1 space per 11 m² of GFA as per current standards. • In either case, apply shopping centre rate if the restaurant is part of a plaza or a shopping centre.
Shopping centre/ plaza	<p>Shopping Centre:</p> <ul style="list-style-type: none"> • Modified shopping centre industry standards: <ul style="list-style-type: none"> • < 3,000 m² of GLA (< 32,291 ft²): 1 space per 28 m² of GLA (3.6 spaces per 100 m²) provided that where restaurant uses occupy 20% or more of the GLA then the parking requirements for a restaurant use shall apply • 3,000 – 37,159 m² of GLA (100,000 – 399,999 ft²): 1 space per 23 m² of GLA (4.3 spaces per 100 m²) • 37,160 – 55,740 m² of GLA (400,000 – 599,999 ft²): 1 space per 22 m² of GLA (4.6 spaces per 100 m²) • > 55,740 m² of GLA (> 600,000 ft²): 1 space per 21 m² of GLA (4.8 spaces per 100 m²)
Launderette/coin-operated laundry	<ul style="list-style-type: none"> • 1 space per 2 washing machines. • Apply shopping centre rate if the launderette/coin-operated laundry is part of a shopping centre.
Laundry, dry cleaning establishment	<ul style="list-style-type: none"> • 1 space per 100 m² of GFA, excluding customer deposit, pick-up, retail sales or waiting area, if any, 1 additional space per 9 m² of such area, as per existing By-law 1784. • Apply shopping centre rate if the laundry or dry cleaning establishment is part of a shopping centre.
Residential sales office	<ul style="list-style-type: none"> • 1 space per 6.5 m² of sales office area, with a minimum of 10 spaces, plus minimum of 1 additional handicapped space.
Undertaking establishment (funeral home)	<ul style="list-style-type: none"> • 1 space per 18.5 m² of GFA, with a minimum of 10 spaces.

Bowling alley	<ul style="list-style-type: none"> • 4 spaces per lane, plus parking requirements for accessory uses in accordance with those uses (i.e. restaurants).
Curling rink	<ul style="list-style-type: none"> • 4 spaces per sheet, plus parking requirements for accessory uses in accordance with those uses (i.e. restaurants).
Day nursery	<ul style="list-style-type: none"> • 1 space per 28 m² of GFA of playroom spaces.
Community centre, theatre, assembly hall and cinema	<ul style="list-style-type: none"> • 1 space per 4 persons of designed capacity.
Place of worship	<ul style="list-style-type: none"> • 1 space per 4 persons of designed capacity.
Library, museum, art gallery	<ul style="list-style-type: none"> • 1 space per 28 m² of GFA.
School	<ul style="list-style-type: none"> • For elementary schools, parking requirement of 0.075 spaces per student based on the planned maximum sustained enrolment. Also, a drop-off/pick-up requirement (in lay-by or additional parking spaces) of 0.09 spaces per student based on the planned maximum sustained enrolment. • For secondary schools, parking requirement of 2.2 spaces per classroom based on the planned maximum number of classrooms. • For private schools, parking requirement of 0.22 spaces per student based on the planned maximum sustained enrolment. In addition, a minimum of 30 metres of lay-by for drop-off and pick-up activity.
Hospital	<ul style="list-style-type: none"> • Not specifying a requirement for hospitals in this Zoning By-law. • Require that a parking study be undertaken for any hospital expansion or new hospital, detailing the requirements and basis (to the satisfaction of the Director of Planning and/or Council). • Parking demands related to a hospital should be identified through a site specific study on basis of floor space.
Retirement home/long term care facility	<ul style="list-style-type: none"> • 1 space per 3 beds (0.33 spaces per person or bed).
Nursing home	<ul style="list-style-type: none"> • 1 space per 3 beds (0.33 spaces per person or bed). • Group with retirement home.
Business or commercial uses other than those listed above/non-residential uses not specified herein	<ul style="list-style-type: none"> • Eliminate this category. • Require site specific studies to be undertaken to assess the requirements.
Industrial or manufacturing establishment	<ul style="list-style-type: none"> • 1 space per 100 m² of manufacturing floor area. • For an industrial or manufacturing establishment containing two or more units and having a gross floor area of 2,787 m² or less, 1 parking space per 46 m² of GFA. • For an industrial or manufacturing establishment containing two or more units and having a gross floor area in excess of 2,787 m², 1 parking space per 46 m² of GFA up to 2,787 m², plus 1 additional space per 100 m² of GFA of the building in excess of 2,787 m².
Retail store	<ul style="list-style-type: none"> • 1 space per 24 m² of GFA in Downtown Whitby and Downtown Brooklin. • 1 space per 18.5 m² of GFA in all other areas.
Drive-thru queuing	<ul style="list-style-type: none"> • Do not include stacking/queuing requirements in the zoning by-law. Rather address them at the site plan approval stage through discussions/negotiations with the applicant, and possible requests for site specific studies to be undertaken by the applicant at that time.

3.0 ACCESSIBLE PARKING REQUIREMENTS

The existing requirements for accessible parking are fairly new, and are neither too onerous nor unresponsive to current needs. These requirements fall within the ranges of those of other municipalities, and recognize the higher needs at hospitals, medical centres, clinics, retirement homes, and seniors' community centres. However, the current wording of the by-law is somewhat difficult to interpret as to whether the requirements are additive; this needs to be clarified.

It is recommended that the current standards be retained, with clarification that the requirements are not additive.

4.0 COMMERCIAL AND RECREATIONAL VEHICLE PARKING IN RESIDENTIAL AREAS

Two specific issues addressed in this study concern commercial vehicle parking and recreational vehicle parking in residential zones. In both cases the recommendations attempt to balance the varying viewpoints between those who view the parking of recreational and/or commercial vehicles in residential zones as a necessity and/or right, and those who view this as an issue of safety and/or aesthetics. Recommendations related to the parking of commercial and recreational vehicles in the residential zones are outlined below:

Parking of commercial vehicles in residential zones

Balancing the various considerations the following is recommended:

- The provisions should apply to all residential zones and should be consistent.
- Commercial vehicle should be defined as any vehicle having advertising on its exterior (excluding that related to the type of vehicle and where it was purchased) and /or being used for hire to transport goods or people.
- Only two commercial vehicles are permitted to park on a property in any Residential Zone provided that:
 - The commercial vehicle does not exceed either of the following dimensions:
 - 7.0 metres in length
 - 2.2 metres in height measured from the ground to the highest point on the vehicle
 - One of the commercial vehicles must be wholly enclosed in a garage or other structure of a size, location and other specifications that do not violate any other by-law requirements
- The inclusion of one attached trailer is permitted, provided that the overall length inclusive of vehicle and trailer does not exceed 12.0 metres. The trailer is in addition to the commercial vehicle. The height of the trailer must not exceed 2.2 metres, measured from the ground to the highest point on the vehicle. Under no circumstances should the

vehicle (and trailer) extend over the sidewalk. Pedestrians need to be able to get by safely without being required to go around the vehicle on the road. This applies equally to those in wheelchairs.

- The commercial vehicle be no closer than 2 metres from the curb of the road to provide some visibility for those on adjacent properties who may be backing out of driveways. It should be noted that technically parking is not allowed within the boulevard area in any event.
- A consistent enforcement policy whereby if a complaint is received not only would the vehicle involved in the complaint be investigated, but also any other vehicles that are observed to be in contravention in the area. This should also include proactive periodic random monitoring in addition to complaint based enforcement, recognizing that additional staffing levels and budget will be required to achieve this. However, it is expected that additional costs would be off-set by the additional revenues received through additional fine revenues.

Based on the above, the parking of certain vehicles, such as vans, pick-up trucks and other related vehicles would be allowed, but would exclude panel trucks (i.e. delivery trucks), cabs of transport trucks and school buses.

The above recommendations would apply to all relevant by-laws including the Oak Ridges Moraine By-law.

Parking of recreational vehicles in residential zones

These recommendations represent a balanced approach to the parking of recreational vehicles in Residential Zones:

- The parking of recreational vehicles that are generally used in the summer months such as boats, motor homes and travel trailers, in Residential Zones shall be permitted from May 1st to October 31st.
- The parking of snowmobiles and winter related recreational vehicles shall be permitted from November 1st through to April 30th.

The above is restricted to the following on a residential property:

- No more than one motor home, or one boat on a trailer, or an empty trailer, or two snowmobiles, or two terrain vehicles on a trailer, with a combined maximum length of 13.5 metres inclusive of the vehicle pulling the motor home or trailer, or with a maximum length of 7.0 metres exclusive of the vehicle pulling the motor home or trailer.

These vehicles may be parked in the garage or driveway provided that:

- The parking of the recreational vehicle must be in addition to required parking. It cannot displace the standard parking requirements for the principal dwelling (i.e. two spaces).
- The vehicle is parked no closer than 1 metre from a side lot line.
- The vehicle does not extend onto the sidewalk.
- The vehicle is located no closer than 2 metres from the curb of the road.
- Consistent enforcement is put into place, not just enforcement on the basis of complaint. This is for reasons of fairness and equality across the town. If adopted, this policy will increase the operational costs (i.e. additional costs to hire more staff to enforce). However, it is expected that this additional costs would be offset by the additional revenues received through additional fine revenues.

The above allows eligible residents to park their recreational vehicles for the 6 months period when they would typically need access to those vehicles, without imposing the visual impacts associated with year round storage of those vehicles, on their neighbours. Appropriate off-site storage would need to be located for the balance of the year in each case.

The above recommendations would apply to all applicable by-laws, including the Oak Ridges By-law.

5.0 DESIGN RELATED STANDARDS AND GUIDELINES

The final component of the study have been a review of design related standards and guidelines. Of particular concern to the Town have been issues related to the size of a parking space in a private garage in low density areas, including the impact of the stairs on the usable area of the garage, and the setback between the garage and the street line. In both cases these impact the sizes and numbers of vehicles that can be parked without resulting in safety concerns, such as vehicle overhanging the sidewalk.

Recommendations related to parking space dimensions, garage dimensions, aisle width and setback between garage and lot line are outlined below:

Parking Space Dimensions – Perpendicular Spaces

- A minimum of 2.7 metres in width by 5.8 metres in length, (with a 6.0 metre wide aisle as discussed in Section 6.5).¹

Parking Space Dimensions – Parallel Spaces

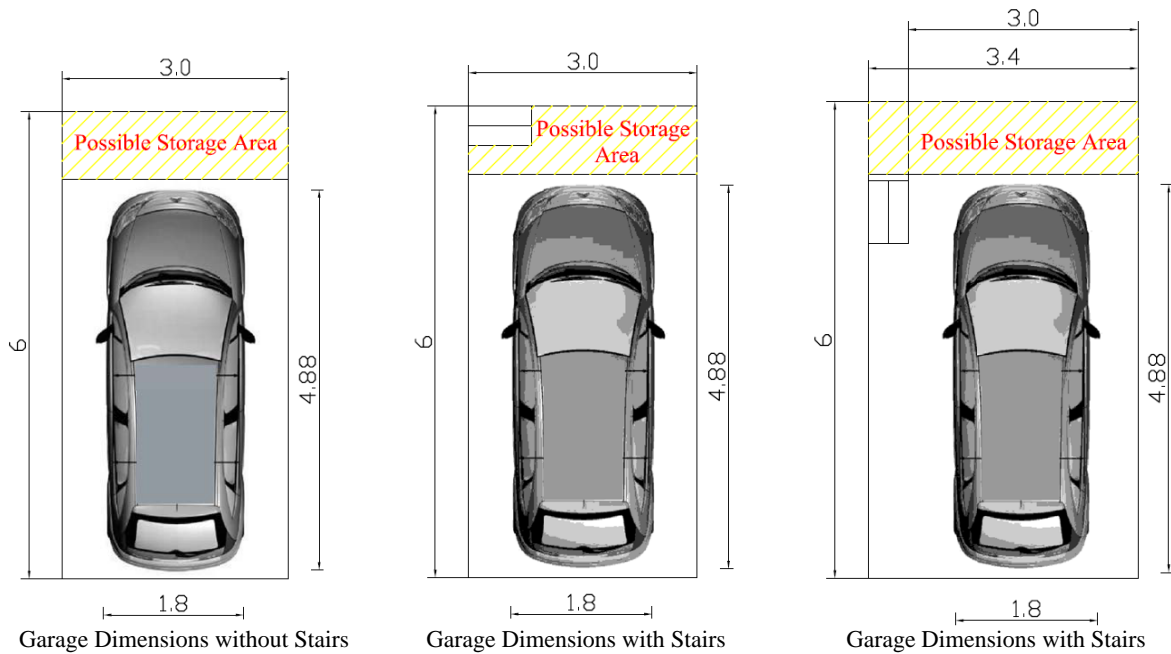
- Minimum of 2.7 metres in width by 6.7 metres in length which is very similar to existing.
- Increase the width to 2.9 metres in case of an obstruction such as a wall on one side.

¹ Dimensions for private garages are addressed separately since they have been identified as an issue.

Parking Space Size – Private Parking Garage

The minimum parking space dimensions within private garage shall have the following:

- 3.0 metres by 6.0 metres, with up to 0.6 metres of encroachment by stairs located within 1.0 metre from the end of the parking space.
- 3.4 metres by 6.0 metres, if stairs intrude into the garage beyond 0.6 metres, or are located more than 1.0 metre away from end of the parking space.



- 5.6 metres by 6.0 metres for a double garage, with up to 0.6 metres of encroachment by stairs located within 1.0 metre of the end of the parking space.

Accessible parking space

- A minimum width of 4.5 metres
- A minimum length of 5.8 metres
- A minimum vertical clearance of 2.75 metres.
- Placement of accessible parking spaces must be addressed at the site plan approval stage, to ensure that every effort is made to locate these spaces to minimize the travel distance from the parking area to the entrance, with minimal traffic flow crossing.

Aisle width

- 6.0 metres at minimum for a two-way aisle serving parking only.
- 7.0 metres at minimum for a two-way aisle serving loading as well.

Driveway width related to residential uses

- For low/medium density residential uses:
 - A minimum width of 3.0 metres.
 - A maximum of 50 percent of the width of the lot frontage.

- For high-density residential uses:
 - Retain current standards.

Setback between the garage and lot line

- 6 metres minimum from garage to lot line.
- Parking is only permitted in the space between the garage and property line.

1.0 INTRODUCTION

The Town of Whitby has reviewed and implemented specific parking requirements and standards incrementally in both Zoning By-laws 1784 and 2585 over the years, to address issues and changing requirements. The Town determined that it is now appropriate to undertake a comprehensive review of the Town's off-street parking standards to update them to ensure a level of consistency within each by-law. The parking standards for the storing of commercial vehicles and recreational vehicles in residential areas was also identified for review.

MMM Group Limited has been retained to undertake this parking study and make recommendations to update the Town's zoning by-law parking requirements and standards. This work has been completed under the direction of a Technical Steering Committee. Two stakeholder and public consultation meetings held on February 21 and November 24 of 2008 have been integral elements of this study, as discussed in Section 2.1. In addition, the Town of Whitby prepared and submitted a staff report in June of 2008, regarding the "Status of Parking Study to Review and Update Zoning Standards and Provisions".

The primary purpose of the study was to examine the appropriateness of the Town's current parking standards and then develop new standards as needed. Parking standards need to be renewed periodically in view of changes in use, practice and applications. Three examples include:

- Places of worship no longer service only a local neighbourhood or community where many of the worshippers walk to the site; worshippers are now drawn from a broad area, including other municipalities, resulting in a higher demand for parking than in the past.
- The delivery of services at hospitals is changing from an inpatient care focus to an outpatient care focus, thus making parking ratios based on the number of beds no longer relevant.
- A greater proportion of parents are driving their children to/from school which increases the demand for drop-off, pick-up and parking facilities.

As noted, two specific issues to be addressed in this study are commercial vehicle parking in residential zones and recreational vehicle parking in residential zones. The recommendations related to these two matters are addressed in Sections 4.0 and 5.0, respectively. In both cases the recommendations attempt to balance the varying viewpoints between those who view the parking of recreational and/or commercial vehicles in residential zones as a necessity, or a right, and those who view this as an issue of safety and/or aesthetics.

This review has focused on reviewing these types of uses as well as those where issues had been identified by Town staff, for example related to group homes, high density residential uses and commercial uses. This included a review of the standards of other municipalities, industry standards, other studies undertaken by MMM, as well as site specific parking utilization surveys where necessary. Where no issues were identified with the current standards and where they appeared to be consistent with those of other municipalities; the current standards were retained. The final component of the study has been a review of design related standards and guidelines. Of particular concern to the Town have been issues related to the size of the garage generally in

low density areas, including the impact of the stairs on the usable area of the garage, and the setback between the garage and the street line. In both cases these impact the sizes and numbers of vehicles that can be parked without causing safety concerns, such as a vehicle overhanging the sidewalk. Some of these matters may be more appropriately dealt with through urban design guidelines as opposed to being addressed through zoning by-law amendments.

The findings and recommendations related to each of these matters noted above including the issues raised by the public, stakeholders and staff are addressed herein.

2.0 STUDY ELEMENTS

The study included public and stakeholder consultation, surveys of other municipalities, interviews with residents, and parking utilization surveys.

Each of these is discussed below.

2.1 PUBLIC AND STAKEHOLDER CONSULTATION

The first round was held early in the study in order to better understand the issues and to receive input, which has been considered in the formulation of the recommendations.

Both of the first round stakeholder and public consultation meetings were held on February 21, 2008.

2.1.1 PUBLIC MEETING

The Public Meeting was attended by approximately 25 residents, a few members of Council, as well as Town staff and members of the Consultant team. The input received is summarized below:

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. • <i>Vehicles have been observed to park on the local roads for a long period of time every day.*</i> • <i>Some roads are too narrow to accommodate two-way traffic flows and to provide on-street parking along both sides.*</i> • <i>Overnight parking is an issue for visitors since the current by-law does not permit overnight on-street parking.*</i> • 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. • 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).

* On-street parking related issues are beyond the scope of this study

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 standard 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 excess of not allow) However, the weight for many automobiles is over this limit. • 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?

	<ul style="list-style-type: none"> • 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.
Suggestions:	<ul style="list-style-type: none"> • Review the parking standard. 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:

<i>Downtown Area</i>	
Comments:	<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 arterial roads. • 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.
Suggestions	<ul style="list-style-type: none"> • Provide commuter/carpool lots within the community.

2.1.2 STAKEHOLDER INPUT

The stakeholder meeting included about a dozen attendees including representatives of the Whitby Chamber of Commerce, Durham District School Board, D. G. Biddle, the Town and the Consultant. The input received is summarized below:

Residential Uses:

<i>Low Density</i>	
Stakeholder 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>	
Stakeholder 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>	
Stakeholder 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>	
Stakeholder 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>	
Stakeholder 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>	
Stakeholder 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>	
Stakeholder 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. Wal-mart). • 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>	
Stakeholder 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>	
Stakeholder Comments:	<ul style="list-style-type: none"> • Current parking supplies can accommodate all regular activities.
<i>Hospitals</i>	
Stakeholder Comments:	<ul style="list-style-type: none"> • Parking is not an issue.

As shown in the tables, two specific issues which were identified in the public meeting and stakeholder consultation are commercial vehicle parking in residential zones and recreational vehicle parking in residential zones. Details related to these issues are discussed in Sections 4.0 and 5.0.

In addition, issues related to group home parking were also identified in the public meeting. The current parking spaces provided are mainly occupied by the staff or owner. As a result, some group home staff and visitors are forced to park on the street. This is further discussed in Section 3.6.1.16.

2.2 SURVEYS OF OTHER MUNICIPALITIES

Questionnaires were sent out to a total of 20 other municipalities. The input received was used in the formulation of study recommendations. A copy of the questionnaire can be found in **Appendix A**.

Those who responded to the survey included the following:

	Municipalities	Response
1	Milton	<input checked="" type="checkbox"/>
2	Newmarket	<input checked="" type="checkbox"/>
3	Ajax	<input checked="" type="checkbox"/>
4	Richmond Hill	<input checked="" type="checkbox"/>
5	Guelph	<input checked="" type="checkbox"/>
6	Pickering	<input checked="" type="checkbox"/>
7	Edmonton	<input checked="" type="checkbox"/>
8	Barrie	<input checked="" type="checkbox"/>
9	Oshawa	<input checked="" type="checkbox"/>
10	Cambridge	<input checked="" type="checkbox"/>
11	Waterloo	<input checked="" type="checkbox"/>
12	St. Catharines	<input checked="" type="checkbox"/>
13	Peterborough	<input checked="" type="checkbox"/>
14	Ottawa	<input checked="" type="checkbox"/>
15	Clarington	<input checked="" type="checkbox"/>
16	Caledon	<input type="checkbox"/>
17	Burlington	<input type="checkbox"/>
18	Calgary	<input type="checkbox"/>
19	Niagara Falls	<input type="checkbox"/>
20	Kingston	<input type="checkbox"/>

2.3 RESIDENT INTERVIEWS

A total of 150 resident interviews were undertaken as part of the study in different parts of the town, to reflect a representation of low-density housing stock including singles, semis, street townhouses and link units in various geographic areas of the town and different ages in the housing stock. The maps related to the surveyed area are attached in **Appendix B**.

A sampling of units was included on the following streets:

- Kenneth Hobbs Avenue
- Vanier Street
- Longueuil Place
- Telegraph Drive
- Lafayette Boulevard
- Carrington Place
- Timber Mill Avenue
- Dymont Drive
- Willow Park Drive
- Divine Drive
- Weldon Street
- Kilberry Drive
- Beech Street
- Pheasant Street
- Athol Street
- Janedale Crescent
- Beaumaris Crescent
- Corianne Avenue
- Haverhill Crescent
- Tallships Drive

The numbers of parked vehicles that could be accommodated on the lot was estimated by the surveyors. Other recorded information included the type of unit and size of the garage (e.g. single, double). The residents were asked the following:

- The numbers of vehicles normally parked on the site by type
- Whether the garage is used for parking, or storage or both
- Their views on allowing the parking of commercial vehicles on residential properties and if it should be allowed, under what circumstances
- Their views on allowing the parking of recreational vehicles on residential properties and if yes, under what circumstances
- Their views on whether the parking of mini school buses should be allowed on residential properties.

The survey did not include higher density residential uses since matters such as the parking of commercial and recreational vehicles is typically controlled, either through rules (e.g. by the condo corporation), and/or through physical limitations (i.e. cannot physically accommodate these in a parking garage).

The findings of the resident interviews are discussed in the applicable sections of the report.

2.4 PARKING UTILIZATION SURVEYS

Parking utilization surveys have been undertaken at the following sites:

- Lick Pond Way (Townhouses)
- Thickson Road and Dryden Blvd. (Townhouse & Apartment)
- 3100 Brock Street North, Orchard Highlands Plaza, Brock Street and McCartney Ave. (Breakfast Restaurant)

- 3975 Garden Street, Marigold Plaza, Garden Street and Taunton Road (Dairy Queen)
- 10 Meadowglen Drive, Garden Street and Meadowglen Drive (Pizza Shop)
- Group Homes: 6 Marta Road, 23 Inglewood Place, 310 Chesnut Street, 88 Wyndfield Crescent

These sites were selected based on discussions with the Technical Steering Committee for the study. The times of the surveys were chosen so as to capture the peak parking demands.

The findings of the surveys are discussed in Section 3.0, under the development of the new parking standards.

3.0 DEVELOPMENT OF NEW TOWN-WIDE PARKING STANDARDS

3.1 CURRENT PARKING STANDARDS

Whitby's current parking requirements are detailed in the two parent zoning by-laws (1784 and 2585), along with separate provisions for the Downtown Whitby & Village of Brooklin (referenced as Downtown Brooklin) areas, Oak Ridges Moraine, and various site specific amendments.

3.2 SURVEY OF OTHER MUNICIPALITIES

As noted in Section 2.2, questionnaires were sent to 20 municipalities, with 15 municipalities responding to the questionnaire.

3.3 PARKING UTILIZATION SURVEYS

As noted in Section 2.4 with the assistance of members of the Technical Steering Committee, land uses requiring parking utilization surveys, along with potential sites to survey, were identified.

The uses included:

- Multi-unit residential
- Small shopping centres that include restaurants
- Group homes

The surveys were undertaken over several days when the peak parking demands were anticipated to occur. For example, group homes were surveyed during the shift change period.

3.4 RESIDENT INTERVIEWS

A total of 150 interviews were undertaken with residents of single, semi-detached and street townhouses. Once again with the assistance of the Technical Steering Committee areas to be surveyed were identified to ensure representation across the three categories noted, in different geographic areas of the town, and reflecting different ages in the housing stock.

3.5 TRANSPORTATION TOMORROW SURVEY

The findings of the 2006 Transportation Tomorrow Survey (TTS) indicate that the average vehicle per household in GTA for house, townhouse and apartment are 1.73, 1.37 and 0.75, respectively. Whereas, the average vehicle per household in Whitby for house, townhouse and apartment are 1.94, 1.48 and 0.84, respectively. These numbers are slightly higher than the overall average for the GTA.

3.6 ASSESSMENT OF PARKING AND RELATED STANDARDS

The assessment of parking standards for Whitby considered the following:

- The existing standards as reflected in the zoning by-laws
- Insights provided by staff at the Town as to categories which are generally working well today and those where issues have been identified (for example, through complaints)
- Insights provided by stakeholders and the public
- Surveys of other comparable municipalities
- Parking utilization surveys in Whitby
- Resident surveys in Whitby related to low density residential uses
- Insights/data obtained through other similar studies undertaken by MMM
- Industry standards/guidelines
- Other in-house information
- General statistics from Transportation Tomorrow Survey

An assessment of parking standards related to each land use category is provided herein, including:

- The existing parking standards
- The input received from the municipalities that responded to the questionnaire
- The issues and applicable considerations
- The recommended standard
- The rationale related to the recommended standard.

3.6.1 RESIDENTIAL USES

3.6.1.1 SINGLE DETACHED DWELLINGS

Existing Standards

- 2 spaces per dwelling unit
- Generally provided as a minimum of one space in the garage and one space in the driveway leading to the garage.

Other Municipalities

- Most common requirement is 2.0 spaces per unit, similar to Whitby (e.g. Edmonton, Milton, Oshawa, Newmarket, Richmond Hill).
- Some require only 1.0 space per unit (e.g. Guelph, Barrie).
- Cambridge is unique in that the requirements are based on the number of bedrooms (1.0 space for the first 4 bedrooms, plus 1.0 space for each additional 2 bedrooms).

Resident Surveys in Whitby

- 60 percent of the residents surveyed normally have two vehicles parked on their site, with 28 percent having only one vehicle. Thus 88 percent of the residents surveyed normally park only one or two vehicles on their property. The average number of vehicles parked on the residential properties of those surveyed was 1.87, inclusive of recreational and commercial vehicles. Those who indicated that they have 3 or 4 vehicles inclusive of commercial and recreational vehicles typically can accommodate more than two vehicles on the site (e.g. double garage/driveway), but this is not always the case.
- 40 percent of the respondents indicated that they use their garage only for storage, not parking.

Other Studies

- As part of the Hamilton parking standards review MMM had surveyed various other municipalities.
- Found that the requirements were split between 1.0 space per unit and 2.0 spaces per unit.
- In that study had recommended 2.0 spaces per unit.

Issues and Considerations

- Excessive minimum parking requirements can be counter-productive:

- Adds to the cost of the house, therefore the affordability particularly for those who do not need parking for more than one or two vehicles.
- May encourage higher vehicle ownership in the long run (e.g. when teenagers live in the house) rather than relying on public transit, cycling or walking.
- o Some of today's issues are caused by residents who use their garages only for storage. Increasing the requirement to provide 4.0 parking spaces instead of 2.0 (eg. two in garage/two in the driveway) may simply result in more space for storage in the garage.
- o The findings of Transportation Tomorrow Survey (TTS) indicate that the average vehicle per household in Whitby is slightly higher than the overall average for the GTA, but still less than 2.0 vehicles per household for singles and semis.

Recommendation

- o Two parking spaces per dwelling unit, with tandem parking permitted (e.g. one in garage and one in driveway).

Rationale

- o Addresses the needs in the majority of the cases
- o As per existing local standards
- o Is consistent with parking standards of most other municipalities.
- o Support environmental and sustainability initiatives.

3.6.1.2 SEMI-DETACHED DWELLINGS

Existing Standards

- o 2.0 spaces per dwelling unit
- o Generally provided as a minimum of one space in the garage and one space in the driveway leading to the garage.

Other Municipalities

- o Most common requirement is 2.0 spaces per unit, similar to Whitby (e.g. Edmonton, Milton, Oshawa, Newmarket, and Richmond Hill).
- o Some require only 1.0 space per unit (e.g. Guelph, Barrie).

- Cambridge is unique in that the requirements are based on the number of bedrooms (1.0 space for the first 4 bedrooms, plus 1.0 space for each additional 2 bedrooms).

Resident Surveys in Whitby

- 60 percent of the residents surveyed normally have two vehicles parked on their site, with 28 percent having only one vehicle. Thus 88 percent of the residents surveyed normally park only one or two vehicles on their property. The average number of vehicles parked on the residential properties of those surveyed was 1.87, inclusive of recreational and commercial vehicles. Those who indicated that they have 3 or 4 vehicles inclusive of commercial and recreational vehicles typically can accommodate more than two vehicles on the site (e.g. double garage/driveway), but this is not always the case.
- 40 percent of the respondents indicated that they use their garage only for storage, not parking.

Other Studies

- As part of the Hamilton parking standards review MMM had surveyed various other municipalities.
- Found that the requirements were split between 1.0 space per unit and 2.0 spaces per unit.
- In that study had recommended 2.0 spaces per unit.

Issues and Considerations

- Excessive minimum parking requirements can be counter-productive:
 - Adds to the cost of the house, therefore the affordability particularly for those who do not need parking for more than one or two vehicles.
 - May encourage higher vehicle ownership in the long run (e.g. when teenagers live in the house) rather than relying on public transit, cycling or walking.
- Some of today's issues are caused by residents who use their garages only for storage. Increasing the requirement to provide 4.0 parking spaces instead of 2.0 (e.g. two in garage/two in the driveway) may simply result in more space for storage in the garage.
- The findings of the 2006 Transportation Tomorrow Survey (TTS) indicate that the average vehicle per household in Whitby (1.77) is slightly higher than the overall average for GTA (1.41), but still less than 2 vehicles per household for singles and semis.

Recommendation

- Two parking spaces per dwelling unit, with tandem parking permitted (e.g. one in garage and one in driveway).

Rationale

- Addresses the needs in the majority of the cases.
- As per existing local standards.
- Is consistent with parking standards of most other municipalities.
- Support environmental and sustainability initiatives.

3.6.1.3 STREET TOWNHOUSES

Existing Standards

- 2.0 spaces per dwelling unit
- Generally provided as a minimum of one space in the garage and one space in the driveway leading to the garage.

Other Municipalities

- Most common requirement is 2.0 spaces per unit, similar to Whitby (e.g. Edmonton, Milton, Oshawa, Newmarket, Richmond Hill).
- Some require only 1.0 space per unit (e.g. Guelph, Barrie).
- Cambridge is unique in that the requirements are based on the number of bedrooms (1.0 space for the first 4 bedrooms, plus 1.0 space for each additional 2 bedrooms).

Resident Surveys in Whitby

- 60 percent of the residents surveyed normally have two vehicles parked on their site, with 28 percent having only one vehicle. Thus 88 percent of the residents surveyed normally park only one or two vehicles on their property. The average number of vehicles parked on the residential properties of those surveyed was 1.87, inclusive of recreational and commercial vehicles. Those who indicated that they have 3 or 4 vehicles inclusive of commercial and recreational vehicles typically can accommodate more than two vehicles on the site (e.g. double garage/driveway), but this is not always the case.
- 40 percent of the respondents indicated that they use their garage only for storage, not parking.

Other Studies

- As part of the Hamilton parking standards review MMM had surveyed various other municipalities.
- Found that the requirements were split between 1.0 space per unit and 2.0 spaces per unit.
- In that study had recommended 2.0 spaces per unit.

Issues and Considerations

- Excessive minimum parking requirements can be counter-productive:
 - Adds to the cost of the house, therefore the affordability particularly for those who do not need parking for more than one or two vehicles.
 - May encourage higher vehicle ownership in the long run (e.g. when teenagers live in the house) rather than relying on public transit, cycling or walking.
- Some of today's issues are caused by residents who use their garages only for storage. Increasing the requirement to provide 4.0 parking spaces instead of 2.0 (e.g. two in garage/two in the driveway) may simply result in more space for storage in the garage.
- The findings of the 2006 Transportation Tomorrow Survey (TTS) indicate that the average vehicle per household in Whitby (1.77) is slightly higher than the overall average for GTA (1.41), but still less than 2.0 vehicles per household for singles and semis.

Recommendation

- Two parking spaces per dwelling unit, with tandem parking permitted (eg. one in garage and one in driveway).

Rationale

- Addresses the needs in the majority of the cases
- As per existing local standards
- Is consistent with parking standards of most other municipalities.
- Support environmental and sustainability initiatives.

3.6.1.4 DUPLEX AND DOUBLE (SEMI-DETACHED)² DUPLEX DWELLINGS

Existing Standards

- Generally, 2.0 spaces per dwelling unit.
- Generally provided as a minimum of 1.0 space in the garage and 1.0 space in the driveway leading to the garage.

Other Municipalities

- Most common requirement is 2.0 spaces per dwelling unit, similar to Whitby (e.g. Edmonton, Milton, Oshawa, Newmarket, and Ajax).
- Some require only 1.0 space per dwelling unit (e.g. Guelph, Barrie).
- Cambridge requires 1.0 space for the first 4 bedrooms, plus 1.0 space for each additional 2 bedrooms.
- Most of the municipalities do not have a specific standard for double dwellings. For those that have, the requirement is 1.5 spaces per dwelling unit (e.g. Newmarket, Ajax).

Issues and Considerations

- No issues identified with the current standards.

Recommendation

- 2.0 spaces per dwelling unit, with tandem parking permitted (e.g. one in garage and one in driveway).
- That the definitions be rationalized (for example double duplex versus quadruplex.).

Rationale

- As per existing local standards.
- Need to consolidate duplex dwellings with double duplex dwellings.

² By-law No. 2585, Page 258 , The Corporation of the Town of Whitby, October 2003

3.6.1.5 TRIPLEX DWELLINGS

Existing Standards

- 3 of the 4 local By-laws require 2.0 spaces per dwelling unit.
- 1 local By-law does not have a specific standard.

Other Municipalities

- Some municipalities do not have a specific standard.
- For those that have, the requirements range from 1.0 to 1.75 spaces per unit, except for Milton and Ajax which require 2.0 spaces per unit.
- Cambridge requires 1.0 space for the first 4 bedrooms, plus 1.0 space for each additional 2 bedrooms.

Issues and Considerations

- No issues identified with the current standards.

Recommendation

- 2.0 spaces per dwelling unit.

Rationale

- As per existing local standards.

3.6.1.6 QUADRUPLEX DWELLINGS

Existing Standards

- 3 of the 4 local By-laws require 2.0 spaces per dwelling unit.

Other Municipalities

- Some municipalities do not have a specific standard.
- For those that have, the requirements range from 1.0 to 1.75 spaces per unit, except for Milton and Richmond Hill which require 2.0 spaces per unit.
- Cambridge requires 1 space for the first 4 bedrooms, plus 1 space for each additional 2 bedrooms.

Issues and Considerations

- Need to ensure that the definition for a quadruplex is for 4 units in one building (e.g. 2 at ground with 2 above, or 4 with 2 common walls each), not maisonettes or townhouses.
- Fewer new quadruplex dwellings due to decrease in popularity.

Recommendation

- Treating the same as triplexes, with 2.0 spaces per dwelling unit.

Rationale

- As per existing local standards.
- Parking demands expected to be similar to triplex dwellings.

3.6.1.7 BLOCK TOWNHOUSES

Existing Standards

- 3 of the 4 local By-laws require 2.0 spaces per dwelling unit.

Parking Surveys

- Parking utilization surveys were undertaken at two different block townhouse sites. One is situated in the north-east corner of Thicksen Road and Dryden Boulevard intersection and the other near the Lick Pond Way and Springwood Street intersection, both in the Town of Whitby.
- The site located at Thicksen/Dryden has a combination of block townhouses and apartments with shared visitor parking, whereas the site located at Lick Pond Way/Springwood is strictly block townhouses.
- Parking surveys were conducted on Friday and Saturday evenings from 6:00 p.m. to 9:30 p.m. in order to capture the parking demand related to this type of use.

- The survey findings related to the townhouses are summarized in the table below:

Date	No. of Occupied Townhouse Units	Peak Resident Parking Demand Rate Per Unit *	Peak Visitor Parking Demand Rate Per Unit
120 Waller Street (Thickson Road/Dryden Boulevard)			
Friday, April 25, 2008	62	0.60	0.12
Saturday, April 26, 2008		0.61	0.15
Lick Pond Way/Springwood Street			
Friday, April 25, 2008	37	1.03	0.30
Saturday, April 26, 2008		0.97	0.32
Average		0.80	0.22

* The parking supply does not include the space inside garage since it was not possible to determine if the garage was being used for parking.

- Based on the observations, the visitor parking at the Lick Pond Way site appears to have an overflow in the visitor parking demands, with visitors parking on the private roadway.

Other Municipalities

- Most of the other surveyed municipalities have standards which range from 1.25 to 2.25 spaces per dwelling unit, plus 0.2 to 0.35 spaces per dwelling unit for visitor parking.

Issues and Considerations

- Typically these types of dwellings are accessed via private roadways that do not accommodate on-street parking for visitors.
- Availability of designated visitor parking spaces is a key consideration, since parking is typically prohibited on private roadways.
- Virtually all block townhouses built in Whitby are built under site specific by-laws.

Recommendations

- 2.0 spaces per dwelling unit for townhouses with individual garages, with tandem parking permitted (e.g. one in garage and one in driveway), where individual driveways are provided. In addition, 0.25 space per dwelling unit of designated visitor parking.
- 1.75 spaces per dwelling unit for townhouses without individual garages. In addition, 0.25 space per dwelling unit of designated visitor parking, for a total of 2.0 spaces per unit.

Rationale

- Addresses the needs of visitors, in addition to those of residents.
- If assume a vehicle parked in the garage for the sites surveyed, plus 0.80 in driveway, need 1.8 spaces per unit for residents.

- In addition require visitor parking at 0.25 spaces per unit whereas actually observed demands were as high as 0.32 spaces per unit.

3.6.1.8 CONVERTED DWELLINGS (THESE UNITS ONLY PERMITTED IN DOWNTOWN WHITBY AND DOWNTOWN BROOKLIN)

Existing Standards

- Require 2.0 spaces per dwelling unit.

Other Municipalities

- Most municipalities do not have a specific standard.
- For those that have a standard, the requirement is 1 space per unit.

Issues and Considerations

- Applications tend to relate to conversion of single detached homes in built-up areas where provision of parking may already be a concern.

Recommendation

- No specific parking requirements for this as a generic category.
- Instead apply parking requirements related to the type of development following the conversion.

Rationale

- More appropriate to recommend the requirement based on the converted unit type.

3.6.1.9 LINK DWELLINGS

Existing Standards

- 3 of the 4 local By-laws require 2.0 spaces per dwelling unit.

Other Municipalities

- None of the other municipalities identify a specific standard.

Issues and Considerations

- Similar to singles and semis.

Recommendation

- 2.0 parking spaces per dwelling unit, with tandem parking permitted (e.g. one in the garage and one in the driveway).

Rationale

- Treat these the same as singles and semis for consistency.
- Effectively, these units are similar to semis and single detached in that residents park on site, and visitors typically park on the street.

3.6.1.10 NON-PROFIT DWELLINGS (THESE UNITS ONLY PERMITTED IN DOWNTOWN WHITBY AND DOWNTOWN BROOKLIN)

Existing Standards

- Downtown By-laws require 1.2 spaces per dwelling unit.

Other Municipalities

- No other municipalities surveyed include this land use category in their parking requirements.

Recommendation

- No specific parking requirements for this as a generic category.
- Apply parking requirements related to the type of unit.

Rationale

- Appears to be redundant and does not need a separate category.

3.6.1.11 STACKED DWELLINGS

Existing Standards

- By-law 1784 requires 2.0 spaces per dwelling unit.
- Downtown Whitby requires 1.5 spaces per dwelling unit.

Other Municipalities

- Most municipalities do not have a specific standard.
- Only Newmarket has a by-law requirement of 1.5 spaces per dwelling unit.

Issues and Considerations

- Similar to triplex and quadruplex.

Recommendation

- 2.0 spaces per dwelling unit.

Rationale

- Treat these the same as a triplex and quadruplex.
- As per existing local standards (By-law 1784).

3.6.1.12 APARTMENT BUILDING

Existing Standards

- All By-laws require 1.5 spaces per unit, of which 25 percent of such parking shall be for visitors.

Parking Surveys

- Parking utilization surveys were undertaken at a rental apartment site located at Thicksen Road and Dryden Boulevard.
- Parking surveys were conducted on Friday and Saturday evenings from 6:00 to 9:30 p.m. in order to capture the parking demands related to this type of use.
- The survey findings related to the apartment are summarized in table below:

Date	No. of Occupied Apartment Units	Peak Resident Parking Demand Rate Per Unit	Peak Visitor Parking Demand Rate Per Unit
120 Waller Street (Thicksen Road/Dryden Boulevard)			
Friday, April 25, 2008	125	0.64	0.12
Saturday, April 26, 2008		0.57	0.15
Average		0.61	0.14

Other Municipalities

- A lot of variability for both resident and visitor components.
- Resident requirements range from 1.50 to 2.25 spaces per unit.
- Visitor requirements range from 0.20 to 0.33 spaces per unit.
- Edmonton has specific requirements based on the number of bedrooms (e.g. bachelor suite, one-bedroom, 2-bedroom, etc.).
- Different requirements for rental and condo units found in Oshawa, where condo units tend to have a higher requirement with 1.45 spaces per unit plus 0.33 spaces per unit for visitors as compared to rental units with 1.0 space per unit plus 0.33 spaces per unit for visitors.

Issues and Considerations

- Issues regarding variability between the By-laws from different municipalities.
- Some requirements (e.g. 2.25 spaces per unit) seem excessive as compared to singles, semis and street townhouses.
- The findings of the 2006 Transportation Tomorrow Survey (TTS) indicate that the average vehicle per household for apartments in Whitby is slightly higher than that for the overall average for the GTA (0.84 spaces per unit in Whitby as compared to 0.75 spaces per unit across the GTA as a whole).
- Those living in apartments generally tend to have lower parking requirements than those in other forms of multiple dwellings, since apartments tend to be occupied more by singles and couples than families as indicated by TTS.
- Rental units generally have lower vehicle ownership than condo units.
- Consider site specific reductions to 1.0 space per unit for the resident, plus 0.15 spaces per unit for visitors for a rental building if clearly defined as such.

Recommendations

- 1.25 spaces per unit for the resident plus 0.25 spaces per unit for visitors for apartments, regardless of unit type. However consider site specific reductions for rental buildings to 1.15 spaces per unit, with 0.15 of that for visitor parking.

Rationale

- Generally lower parking requirements for those living in apartments than those in lower density forms of housing as confirmed through the TTS data.
- This reflects a blended rate for all apartment unit types (regardless of tenure type and size of units), for simplicity.
- Becomes more complicated to have varying standards by unit types and by tenure, however merit to consider reductions for rentals, implemented on an individual application basis.

3.6.1.13 SENIORS DWELLING

Existing Standards

- Downtown Whitby and Downtown Brooklin Zoning By-laws require 0.25 spaces per unit, plus 0.25 spaces per unit for visitor parking.

Other Municipalities

- Most municipalities do not have a specific requirement.
- For those that have, most of the requirements are 0.5 spaces per unit.
- Ajax requires 1.0 space per unit or 1.0 space per 38 m², whichever is greater.
- Richmond Hill requires 0.33 spaces per unit, plus 0.2 spaces per unit for visitor parking.

Issues and Considerations

- Residents in senior homes generally have lower mobility (higher average age) and therefore lower vehicle ownership.
- Generally younger seniors have higher vehicle ownership compared to older seniors.
- No problem with current standard.

Recommendation

- 0.25 spaces per unit, plus 0.25 spaces per unit for visitor parking for Downtown Whitby and Downtown Brooklin.

Rationale

- This reflects a blended rate for all seniors units for different age ranges.

3.6.1.14 BOARDING/LODGING HOUSE

Existing Standards

- Downtown Whitby requires 1.0 space per guest room.
- Downtown Brooklin requires 1.0 space per unit, plus 0.5 spaces per guest room.
- By-law 2585 requires 1.0 space per dwelling unit plus 1.0 space per guest room.

Other Municipalities

- Some municipalities have different requirements for lodging versus sleeping units.
- Generally one space per the primary dwelling, plus 0.33 to 1.0 space per lodging unit, or 0.5 space per sleeping unit.

Issues and Considerations

- Other municipalities typically have the same By-law standards for bed and breakfast establishments, and tourist homes.

Recommendation

- 1.0 space per primary unit, plus 0.5 space per guest room.

Rationale

- As per an existing local standard.
- Parking in tandem should not be permitted since need to be able to allow guests to enter and exit independently without moving the vehicles.

3.6.1.15 BED AND BREAKFAST ESTABLISHMENTS

Existing Standards

- Downtown Whitby and Downtown Brooklin By-laws require 1.0 space per guest room in addition to the space required for the dwelling unit.

Other Municipalities

- Some municipalities have different requirements for lodging versus bed and breakfast.
- Generally one space per guest bedroom in addition to the parking required for the primary dwelling, except for Oshawa and Guelph.

- Oshawa requires 2.0 spaces plus 1.0 space for each guest bedroom.
- Guelph requires 1.0 per guest room and 1.0 for the proprietor.

Issues and Considerations

- Other municipalities typically have the same By-law standards for bed and breakfast establishments, and tourist homes.

Recommendation

- 2.0 spaces per dwelling unit, plus 1.0 space per guest room, with tandem parking permitted for the primary unit.

Rationale

- Addresses the needs of guests, in addition to primary resident.
- Parking in tandem should not be permitted for guest parking since need to be able to allow guests to enter and exit independently without moving the vehicles.

3.6.1.16 GROUP HOME

Existing Standards

- Downtown Brooklin requires 2.0 spaces, plus 1.0 space per 3 residents.
- Downtown Whitby, 1784 and 2585 each require parking spaces to be provided in accordance with the parking requirements for the dwelling type within which the group home is located (i.e. 2 spaces per unit).

Parking Surveys

Parking utilization surveys were undertaken in four different group home locations. These were undertaken at different times of the days over several days, including shift change times that had been identified. Although it is not possible to separate the parking demands related to visitors versus staff, the surveys captured all the existing parking demands related to each of the group homes, with the exception of those who may have been parked in the garage.

- The findings of these surveys are summarized in the table below:

Group Home Locations	Supply ⁽¹⁾	Observed Demand ⁽²⁾		
		Driveway	On-street	Total
88 Wyndfield Cres	4	2	3	5
310 Chestnut Street East	3	1	0	1
6 Marta Road	2	3	6	9
23 Inglewood Place	2	3	1	4
Average Peak Demand				4.75

1. *The parking supply does not include parking inside the garage; the same applies to the observed demand since it was not possible to determine if the garage was being used for parking.*
2. *On-street parking related to group home was identified based on the observations and drivers destination*

It should be noted that parking on the boulevard portion of the driveway was included in the parking utilization surveys in order to determine the actual parking demand related to group homes. However, boulevard parking is currently not permitted in accordance with the by-law.

- The group home at 6 Marta Road appears to have an exceptionally high parking demand.

Other Municipalities

- Municipalities have varying requirements based on the number of staff, residents, or sleeping units.
- Guelph and Milton require 1.0 space per staff in addition to the required parking for the dwelling type.
- Generally the requirements are 1.0 space per 3 residents or sleeping unit, while some municipalities include an additional 1.0 space per staff member.

Issues and Considerations

- Generally limited vehicle ownership related to the residents.
- Parking demands relate primarily to staff of and visitors to the residents living in the group homes.
- Issue of duration/frequency of staff parking on the street.

Recommendation

- 2.0 spaces, plus 1.0 space per 3 residents.

Rationale

- As per an existing Downtown Brooklin standard.

- Is an increase over current Downtown Whitby and By-law 1784 and 2585 requirements.
- Can more easily track /verify the number of residents than employees which can be more transient and subject to interpretation.

3.6.1.17 CRISIS RESIDENCE

Existing Standards

- Both Downtown Brooklin and Downtown Whitby require 2.0 spaces per dwelling unit, plus 1.0 space per 3 residents.

Other Municipalities

- Of the other municipalities surveyed, only Ajax, Barrie and Oshawa have a separate standard for this category.
- One municipality requires 2.0 spaces plus the required spaces for the dwelling type, while others require 1.0 space per 2 residents, or 1.0 space per 4 beds.

Issues and Considerations

- Requirements may vary depending on type of crisis residence.
- No specific issues identified in Whitby.

Recommendation

- 1.0 space per 3 residents, plus the required parking spaces for the dwelling type within which the crisis residence is located.

Rationale

- Relates to both the dwelling type and number of residents accommodated.
- As per existing Downtown by-laws.

3.6.1.18 RESIDENTIAL (OTHER THAN LISTED HEREIN)

Existing Standards

- Both By-laws 1784 and 2585 require 2.0 spaces per unit.

Other Municipalities

- Of the other municipalities surveyed, only Ajax has a separate standard for this category, where 1.5 spaces per unit are required for exclusive use of the occupants, plus 0.25 spaces per unit for the exclusive use of visitors.

Recommendation

- Eliminate this category.

Rationale

- Various residential uses should now be categorized in the other categories.
- In the unlikely event that a new unforeseen residential type is identified this would require a site specific assessment taking into consideration the most applicable category, as well as location, and any site specific studies that are submitted by the applicant.

3.6.1.19 CLINIC

Existing Standards

- 2 of the Zoning By-laws provide a specific requirement.
- For Downtown Brooklin, the requirement is 1.0 space per 14 m².
- For By-law 1784, the requirement is 3.0 spaces per doctor, dentist, chiropractor or health practitioner office, provided that the total parking is not less than 1.0 space per 28 m² GFA.

Other Municipalities

- Range of standards between 1.0 space per 16.7 m² of GFA (6.0 spaces per 100 m²) to 1.0 space per 37 m² of GFA (2.7 spaces per 100 m²).
- Some municipalities require 5.0 to 6.0 spaces per the first practitioner, and have a lower requirement, 3.0 to 4.0 spaces, per additional practitioner.
- Some municipalities' standards tend to have integrated standards for medical clinics and veterinarian clinics.
- Guelph has different By-law requirements for medical clinics (greater of 6.0 spaces per practitioner or 1.0 space per 15.5 m²) and medical offices (7.0 spaces per practitioner).
- Richmond Hill has additional requirements where a laboratory is located in the same building. This requirement is 5.0 spaces per laboratory, plus one space per laboratory

employee. A drugstore or pharmacy in the same building requires 1.0 space per 31.25 m² of GFA (3.2 spaces per 100 m²).

Issues and Considerations

- Wide range in the standards between the local By-laws.
- Difficult to monitor the number of practitioners in a medical office as this can change over time.
- Laboratories and pharmacies are typically in the same buildings as medical offices or clinics.
- Typically the same people as at the doctors' offices, then directed to the lab for tests.
- Drugstores or pharmacies tend to also be geared to those already visiting the medical offices or clinic.

Recommendation

- 1.0 space per 17 m² of GFA (6.0 spaces per 100 m²) for clinics.

Rationale

- Base the standard on floor area, not practitioners, recognizing that it is easier to monitor (fixed floor area, versus number of practitioners which can change).

3.6.1.20 OFFICE BUILDING

Existing Standards

- Downtown Whitby and Downtown Brooklin require 4.0 spaces per 93 square metres GFA on the first storey and 2.0 spaces per 93 square metres GFA above the first storey.
- By-law 1784, By-law 2585 and By-law 5581 require 1 space per 37 m² GFA.

Other Municipalities

- Pickering has the highest By-law standards at 1.0 space per 22.2 m² of GFA (4.5 spaces per 100 m²) relative to those of other surveyed municipalities.
- Majority of the other municipalities have standards which vary between 1.0 space per 28 m² of GFA to 1.0 space per 33 m² of GFA, except for Cambridge which has an exceptionally low standard of 1.0 space per 40 m² of GFA (2.5 spaces per 100 m²).

- Some of the municipal By-laws surveyed (e.g. Edmonton, Oshawa, Newmarket, Cambridge) differentiate between different office uses, including government building, professional office and business office; nevertheless the parking standards may be the same among different categories.

Issues and Considerations

- Current parking standards with respect to office uses are somewhat low relative to those of other municipalities and industry standards.
- Demands tend to vary depending on different factors:
 - Location of office (e.g. accessibility to transit services)
 - Type of office use (e.g. real estate office can generate higher parking demands when all the real estate agents meet)

Recommendations

- 1.0 space per 30 m² of GFA (3.3 spaces per 100 m²), inclusive of training facilities and cafeteria or restaurants that do not have any external signage and therefore intended only for employees of the building.
- If the office building includes more extensive facilities (e.g. restaurants, retail uses), those uses would be calculated separately from these general office uses. This needs to be considered on a site specific basis, taking into consideration the location and mix of uses.
- For areas that are identified for intensification, it is recommended to identify the parking demands through a site specific study on the basis of floor space.

Rationale

- This falls within the range of other municipalities' standards.
- As noted, Whitby's current parking standards with respect to office uses are somewhat low relative to those of other municipalities and industry standards. Accordingly, a slight increase in the office parking standards is recommended to 1.0 space per 30 m² (3.33 spaces per 100 m² or 3.1 spaces per 1,000 ft²).
- Offices can differ as to nature and amount of ancillary uses found in the building.

3.6.1.21 BANK/FINANCIAL INSTITUTION

Existing Standards

- By-laws 1784 and 2585 require 1.0 space per 23 m² GFA.

Other Municipalities

- Wide range of standards from 1.0 space per 15 m² of GFA to 1.0 space per 30 m² of GFA.
- Barrie has a different standard of 1.0 space for every 30 m² of gross first floor area, plus 1.0 space for 50 m² of gross floor area thereafter.

Other Studies

- As part of the Hamilton parking standards review MMM had undertaken parking surveys at various banks in Hamilton.
 - Found that the parking demands for banks with drive-thru ATM's were much lower than at banks without drive-thru ATM's.
 - In that study MMM recommended 1.0 space per 16 m² (6.5 spaces per 100 m²) for banks without a drive-thru ATM and 1.0 space per 70 m² (1.42 spaces per 100 m²) for banks with a drive-thru ATM.

Issues and Considerations

- No distinction in the local By-law between banks with and without a drive-thru ATM.
- Growing numbers of ATM and online banking services.
- Parking demands for banks should now be somewhat lower than what they used to be.
- Drive-thru ATM should further reduce parking requirements on those bank sites.

Recommendations

- 1.0 space per 23 m² GFA for standalone banks without drive-thru ATM's.
- 1.0 space per 30 m² for banks with drive-thru ATM's
- Apply shopping centre rate if the bank is part of a plaza or a shopping centre.

Rationale

- Recommended parking requirements for standalone banks without drive-thru ATM's are based on the existing local By-law.
- Specifying distinct parking requirements for banks with drive-thru ATMs than for banks without drive-thru ATMs.

- Banks with drive-thru ATMs tend to have lower parking requirements, and should be considered in a separate category.

3.6.1.22 HOTEL/MOTEL

Existing Standards

- By-laws 1784 and 2585 require 1.2 spaces per guest room.

Other Municipalities

- Most common standard is 1.0 space per guest room/suite, plus 1.0 space per 10 m² of GFA devoted to uses such as lounges, taverns, meeting rooms, restaurants, banquet halls, etc.
- The parking requirements for GFA devoted to accessory uses such as lounges, taverns, meeting rooms, restaurants, and banquet halls range from 1.0 space per 12 m² of GFA to 1.0 space per 4.6 m² of GFA.

Issues and Considerations

- No indication of parking requirements for GFA devoted to accessory uses under current provisions.
- Many of today's hotels have accessory uses (e.g. banquet halls, restaurants, conference rooms, etc.)

Recommendation

- 1.0 space per guest room/suite, plus 1.0 space per 10 m² of GFA devoted to accessory uses such as lounges, taverns, meeting rooms, restaurants, banquet halls, etc.

Rationale

- Specifying separate parking requirements for GFA devoted to accessory uses.

3.6.1.23 PRIVATE CLUB (E.G. MOOSE LODGE)

Existing Standards

- Downtown Whitby and Downtown Brooklin By-laws require 1.0 space per 4 persons of permitted capacity.

Other Municipalities

- Edmonton requires 1.0 space per 3.6 m² of GFA of public space.
- Newmarket requires 1.0 space per 4 seats or 2.4 m of bench space for fixed seats, and 1.0 space for 9 m² of GFA or portion thereof devoted to public use for non-fixed seats.

Issues and Considerations

- Demand can vary depending on type of private clubs (e.g. entertainment, fitness).
- No specific issue identified with existing standards.

Recommendation

- 1.0 space per 4 persons of permitted capacity.

Rationale

- As per existing local standards.

3.6.1.24 BINGO HALL

Existing Standards

- Downtown Whitby and By-law 1784 require 1 space per 9 m² of GLA.

Other Municipalities

- Only found in Cambridge by-law, which requires the greater of 1.0 space per 3 seats or 2 metres of bench space, or 1.0 space per 5 persons of building capacity.

Issues and Considerations

- Decreasing popularity in some cases due to other competition (e.g. casinos), therefore less parking demand, however can vary greatly by establishment.

Recommendation

- 1.0 space per 9 m² of GFA.

Rationale

- No issues identified in Whitby.
- As per existing local standards.

3.6.1.25 EATING ESTABLISHMENT

Existing Standards

- By-laws 1784 and 2585 require 1.0 space per 11 m² of GFA.

Parking Surveys

- Parking surveys were undertaken at three different small plazas with restaurant uses in order to understand the respective parking requirements.
 - 3100 Brook Street North, Brock Street and McCartney Avenue (Orchard Highlands)
 - 10 Meadowglen Drive, Garden Street and Meadowglen Drive (Pizza take-out shop)
 - 3975 Garden Street, Garden Street and Taunton Road (Marigold Plaza)
- In the case of the Brock Street/McCartney Avenue site, it was possible to distinguish between the restaurant and other parking demands. In the other two it was not, so these were treated as part of shopping centres, as discussed in Section 3.6.1.26.

Site	Peak Parking Demand	Gross Floor Area (m ²)	Peak Parking Demand Rate
Brock Street/McCartney Avenue	9	172	5.23 per 100 m ²

Other Municipalities

- All other By-laws surveyed are based on floor areas, except for Newmarket and Barrie which require 1.0 space per 4 person capacity.
- For those By-laws that are based on floor area, requirements vary widely between 1.0 space per 22 m² of GFA to 1.0 space per 3.6 m² of GFA.
- Most common standard is 1.0 space per 9 m² of GFA.

Issues and Considerations

- Parking requirements for restaurants vary widely among standards of various municipalities.
- Popularity of a particular establishment is a key factor affecting parking demand.
- Whitby standards do not have separate parking requirements for different types of eating establishments, while other municipalities have separated between standard restaurant/tavern, fast food restaurant (with or without drive-thru), and take-out restaurant.

- Typically fast food restaurants require more parking than that needed by standard restaurants, particularly as compared to fine dining restaurants.

Recommendations

- For standard restaurant³, 1.0 space per 19 m² of GFA as per observed.
- For fast food restaurant⁴ including donut shop, 1.0 space per 11 m² of GFA as per current standards.
- In either case, apply shopping centre rate if the restaurant is part of a plaza or a shopping centre.

Rationale

- Recognizes the distinction between fast food and other restaurants, with fast food restaurants needing more parking.

3.6.1.26 SHOPPING CENTRE AND PLAZAS

Existing Standards

- By-laws 1784 and 2585 require 1.0 space per 16.9 m² of GLA (5.5 spaces per 93 m² of GLA).

Parking Surveys

- Parking surveys were undertaken at two small shopping centres in order to understand the respective parking requirements.
 - 10 Meadowglen Drive, Garden Street and Meadowglen Drive
 - 3975 Garden Street, Garden Street and Taunton Road (Marigold Plaza)

Site	Supply	Peak Parking Demand	Gross Floor Area (m ²)	Peak Parking Demand Rate	Peak Parking Demand Rate
Garden Street/ Meadowglen Drive	72	21	1,426	1.47 per 100 m ²	1.37 per 1000 ft ²
Garden Street/ Taunton Road	84	69	1,390	4.96 per 100 m ²	4.61 per 1000 ft ²
Average				3.22	2.99

³ Standard Restaurant which means a commercial establishment in which the principal business is the preparation and serving of food and refreshments to the public for immediate consumption while they are seated on the premises, and which may include an incidental take-out service.

⁴ Fast-food restaurant which means a restaurant that sells food and beverages over a counter or by means of a drive-through to its customers for consumption in the restaurant, for consumption in a motor vehicle on the premises, or for consumption off the premises.

Other Municipalities

- Standards vary widely between the By-laws for other municipalities.
- Other municipalities' By-laws generally vary between 1.0 space per 24 m² of GLA to 1.0 space per 15 m² of GLA.
- Most municipalities have distinctive requirements, based on size of the shopping centre (higher parking requirements for greater GLA, whereas lower parking requirements for lesser GLA).

Industry Standards for Shopping Centres

- Most comprehensive source is the *Parking Requirements for Shopping Centres* report (Second Edition) prepared by Urban Land Institute (ULI) in 1999. Recommended parking ratio per 1,000 ft² of Gross Leasable Area (GLA):

< 37,160 m ² of GLA (< 400,00 ft ²)	4.0 spaces per 93 m ² of GLA
37,160 – 55,740 m ² of GLA (400,000 – 599,999 ft ²)	4.0-4.5 spaces per 93 m ² of GLA (in sliding scale with parking ratio increasing/decreasing proportionally with centre's square footage)
> 55,740 m ² of GLA (> 600,000 ft ²)	4.5 spaces per 93 m ² of GLA
- Would address parking need at the 20th busiest hour for the year (i.e. would have surplus of parking spaces during all but 19 hours over the course of a year, often taken as the design hour for parking).
- These ratios are applicable to shopping centres with up to 20 percent of the total GLA being devoted to restaurant, entertainment, and/or cinema uses.

Other Sources

- The findings related to other small plazas from other in-house studies are summarized in the tables below:

General Location	Occupied Floor Area (m ²)	Restaurant as a % of Overall Floor Area	Peak Parking Demand (Spaces)	Parking Rate per 100 m ²
Elgin Mills Road E./ Leslie Street Town of Richmond Hill	1,803 m ² (GLFA)	35%	65	3.61 space/100 m ²
Rathburn Road/ Highway 427 City of Toronto	805.6 m ² (GFA)	Approximately 13%	24	2.98 space/100 m ²
Bayview Avenue/ Elgin Mills Road E. Town of Richmond Hill	1,820 m ² (GFA)	7%	49	2.70 space/100 m ²
Kennedy Road/ Sheppard Avenue E. City of Toronto	7,305 m ² (GFA)	14%	180	2.46 space/100 m ²
<i>Average Rate</i>				<i>2.94 space/100 m²</i>

Issues and Considerations

- Typically the parking requirements for retail uses increase as the size of the use increases (i.e. longer duration of stay, therefore, lower turnover of the parking spaces).
- Relating standard on a GLA basis is typically used in the shopping centre industry.
- The availability of enough parking on the site is seen as being important to the business vitality for retail commercial uses. Thus, shopping centre developers tend not to under-supply parking.
- Also, smaller shopping centres (and strip malls) do not exhibit the same peaking characteristics (i.e. no pre Christmas peak).

Recommendation

- Modified shopping centre industry standards to account for small strip plazas:

< 3,000 m ² of GLA (< 32,291 ft ²)	1 space per 28 m ² of GLA (3.6 spaces per 100 m ²) provided that where restaurant uses occupy 20% or more of the GLA then the parking requirements for a restaurant use shall apply
3,000 – 37,159 m ² of GLA (100,000 – 399,999 ft ²)	1 space per 23 m ² of GLA (4.3 spaces per 100 m ²)
37,160 – 55,740 m ² of GLA (400,000 – 599,999 ft ²)	1 space per 22 m ² of GLA (4.6 spaces per 100 m ²)
> 55,740 m ² of GLA (> 600,000 ft ²)	1 space per 21 m ² of GLA (4.8 spaces per 100 m ²)

Rationale

- Using Industry Standards for shopping centres reflects substantial data and analysis undertaken in this area.
- Recognizes that smaller shopping centres require less parking on a per square foot or metre basis than larger centres.

3.6.1.27 LAUNDERETTE/COIN-OPERATED LAUNDRY

Existing Standards

- By-laws 1784 and 2585 require 1.0 space per 1 washing machine.

Other Municipalities

- Most common standard is 1.0 space per 2 washing machines.
- Some municipalities have standards based on both the number of washing machines and floor area, whichever is greater.
- Some municipalities have standards for laundrette and dry cleaning laundry under the same category.

Issues and Considerations

- Are generally located in proximity to many of the users, not all of who necessarily drive to the establishment.

Recommendation

- 1.0 space per 2 washing machines.
- Apply shopping centre rate if the laundrette/coin-operated laundry is part of a shopping centre.

Rationale

- As per requirements based on the surveyed municipalities.
- Existing standards appear excessive.

3.6.1.28 LAUNDRY, DRY CLEANING ESTABLISHMENT

Existing Standards

- By-laws 1784 and 2585 require 1.0 space per 93 m² of GFA, excluding customer deposit, pick-up, retail sales or waiting area, if any, 1.0 additional space per 9 m² of such area.

Other Municipalities

- Oshawa has a similar standard to that of Whitby, with 1.0 space per 90 m² of GFA, excluding customer deposit, pick-up, retail sales or waiting area, etc. If any, 1.0 additional space per 9 m² of such area.
- Guelph has different requirements for dry cleaning outlets⁵ (1 space per 33 m² of GFA) and cleaning establishments (1 space per 93 m² of GFA).
- Other municipalities that have a standard are the same as those surveyed under laundromat.

Issues and Consideration

- Are generally located in proximity to many of the users, not all of who necessarily drive to the establishment.

Recommendation

- 1.0 space per 100 m² of GFA, excluding customer deposit, pick-up, retail sales or waiting area, if any, 1.0 additional space per 9 m² of such area, as per existing By-law 1784.
- Apply shopping centre rate if the laundry or dry cleaning establishment is part of a shopping centre.

Rationale

- As per existing local standards.

3.6.1.29 RESIDENTIAL SALES OFFICE

Existing Standards

- By-laws 1784, 2585 and 5581 require 1.0 space per 6.5 m² of GFA, with a minimum of 10.0 spaces, plus a minimum of 1.0 additional accessible space.

⁵ "Dry Cleaning Outlet" means a Place Used for the purpose of receiving or distributing articles of clothing to be subjected elsewhere or having been subjected elsewhere to the processes of dry cleaning, dry dyeing or cleaning, pressing or mending.

Other Municipalities

- Only found in Edmonton which requires 1.0 space per 20 m² of GFA (5.0 spaces per 100 m²).

Issues and Considerations

- Some sales offices are set up in model homes.

Recommendation

- 1.0 space per 6.5 m² of sales office area, with a minimum of 10.0 spaces, plus minimum of 1.0 additional handicapped space.

Rationale

- As per existing local standards.
- No issues identified in Whitby.

3.6.1.30 UNDERTAKING ESTABLISHMENT (FUNERAL HOME)

Existing Standards

- Only By-law 1784 has a standard for this category which requires 1.0 space per 18.5 m² of GFA, with a minimum of 10.0 spaces.

Other Municipalities

- Some By-laws are based on seating in the assembly area, ranging between 1.0 space per 6 seats to 1.0 space per 4 seats.
- Milton requires 30.0 spaces for the first 93 m² of GFA, plus 1.0 space per each additional 20 m² of GFA.
- Ajax requires 30.0 spaces for the first 30 m² of GFA, plus 1.0 space per each additional 15 m² of GFA.
- Others range between 1.0 space per 30 m² of GFA to 1.0 space per 25 m² of GFA.

Recommendation

- 1.0 space per 18.5 m² of GFA, with a minimum of 10.0 spaces.

Rationale

- As per existing local standards.
- No issues identified in Whitby.

3.6.1.31 BOWLING ALLEY

Existing Standards

- By-laws 1784 and 2585 require 4 spaces per bowling lane.

Other Municipalities

- The majority of the municipalities surveyed that have a standard for bowling alleys do so on a per lane basis.
- The common standard is 4.0 spaces per lane, plus parking requirements for accessory uses; Guelph requires 6.0 spaces per lane, plus 1.0 space per 23 m² for accessory uses area.

Issues and Considerations

- Newer establishments tend to include other entertainment facilities, such as restaurants, café, bars, etc, beyond just bowling alleys.
- Such facilities may attract customers other than those going to the bowling alley. Also individuals may stay on for the other entertainment or socializing after completing their bowling.

Recommendation

- 4.0 spaces per lane, plus parking requirements for accessory uses in accordance with those uses (i.e. restaurants).

Rationale

- As per existing requirements for the bowling component.
- Recognizes additional parking demands related to the other entertainment facilities in a bowling alley beyond those related to bowling itself.

3.6.1.32 CURLING RINK

Existing Standards

- By-laws 1784 and 2585 require 4.0 spaces per sheet of ice.

Other Municipalities

- Parking requirements for the majority of other municipalities are on a curling sheet basis, ranging between 12.0 spaces per curling sheet to 4.0 spaces per curling sheet, plus parking requirements for accessory uses.
- Only Peterborough standard is based on number of employees where the requirement is 0.5 spaces per employee, plus parking for accessory floor areas which range from 1.0 space per 9 m² of GFA to 1 space per 4 m² of GFA.

Issues and Considerations

- Similar to bowling alley, newer establishments tend to include other entertainment facilities, beyond just curling rinks.
- Such facilities may attract customers other than curling players. Also individuals may stay on for the other entertainment or socializing after completing their curling.

Recommendation

- 4.0 spaces per sheet, plus parking requirements for accessory uses in accordance with those uses (i.e. restaurants).

Rationale

- This falls within the range of other municipalities' standards.
- As per existing local standard.

3.6.1.33 DAY NURSERY

Existing Standards

- Parking requirements which are found in Downtown Brooklin and Downtown Whitby require 1.0 space per 28 m² of GFA of playroom space.

Other Municipalities

- Wide range of standards.

- Some are based on floor area and numbers of classroom; others are based on number of children, or number of staff.

Issues and Considerations

- Parking demands are generally related to staff members, with short-term parking needs related to drop-offs/pick-ups by parents.

Recommendation

- 1.0 space per 28 m² of GFA of playroom spaces.

Rationale

- No issues identified in Whitby.
- As per existing local standard.

3.6.1.34 COMMUNITY CENTRE, THEATRE, ASSEMBLY HALL AND CINEMA

Existing Standards

- Parking requirements found in Downtown Brooklin and Downtown Whitby require 1.0 space per 4 persons of permitted capacity.
- Parking requirements found in Oak Ridges Moraine (By-law 5581), By-laws 1784 and 2585 require 1.0 space per 6 fixed seats, or 1.0 space per 5.5 m² of GFA, whichever is greater.

Other Municipalities

- Some By-laws are based on number of persons/seats, ranging from 1.0 space per 2.4 to 6 seats, or 1.0 space per 2 to 4 metres of fixed bench, whereas others are based on floor area, ranging from 1.0 space per 6 to 15.6 m² of GFA.
- Among these By-laws, some are based on both number of persons/seats and floor area, whichever is greater.

Issues and Considerations

- Community centres typically contain a variety of uses including pools, gymnasium, meeting rooms, etc.
- It would be more appropriate to use design capacity as the factor since it will vary between types of rooms in a facility (e.g. fitness centre with equipment, versus a gym, versus a multi-purpose room).

Recommendation

- 1.0 space per 4 persons of designed capacity.

Rationale

- As per existing local standards.
- Accounts for differences in occupancy for different room types.

3.6.1.35 PLACE OF WORSHIP

Existing Standards

- Downtown Brooklin and Downtown Whitby require 1.0 space per 5 persons of permitted capacity.
- By-laws 1784 and 2585 require the greater of 1.0 space per 6 fixed seats or 1.0 space per 5.5 m² of GFA in the nave and the adjacent assembly area for the congregation.

Other Municipalities

- Some By-laws are based on number of persons/seats; whereas others are based on floor area.
- For the municipalities that are based on number of persons/seats, the requirements range between 1.0 space per 6 seats to 1.0 space per 3 seats.
- For the municipalities that are based on floor area, the requirements range between 1.0 space per 4 m² of GFA (25 spaces per 100 m²) to 1.0 space per 15.6 m² of GFA (6.4 spaces per 100 m²).

Issues and Considerations

- Today's places of worship often include ancillary uses such as meeting rooms, gyms, daycares, classrooms, and offices. Thus, parking requirements may vary substantially depending on the other activities accommodated on the site.
- Also different places of worship use the space differently (e.g. no fixed seating in some).
- Similar to community centres, it would be more appropriate to use design capacity as the factor since it will vary between types of rooms in a facility.
- Not reasonable to require sufficient parking to accommodate peak demands associated with significant religious holidays.

- Allow for off-site or shared parking provisions where adjacent uses are complementary (e.g. church next to an industrial use), and where a long term lease can be secured. However, would require a parking study to substantiate this.

Recommendation

- 1.0 space per 4 persons of designed capacity.

Rationale

- Relating standards on a per person basis is a better measure recognizing the wide range of places of worship.
- Compromise between onerous requirement and one which results in substantial parking spill over. Assumes that a family (e.g. 4 members) travel together in one vehicle.
- Seeing more places of worship which attract people from a broader area.

3.6.1.36 LIBRARY, MUSEUM, ART GALLERY

Existing Standards

- Same parking requirements in all local By-laws which require 1.0 space per 28 m² of GFA.

Other Municipalities

- Most By-laws are based on floor area, ranging from 1.0 space per 10 m² of GFA to 1.0 space per 30 m² of GFA.
- Only Peterborough standards have a specific requirement of 0.5 spaces per staff, plus 1.0 space per 9 m² of assembly area.

Recommendation

- 1.0 space per 28 m² of GFA.

Rationale

- As per existing local standards.
- No issues identified in Whitby.

3.6.1.37 SCHOOL

Existing Standards

- Downtown Brooklin and Downtown Whitby require the greater of 3 spaces plus 1.0 space per teaching station or 1.0 space per 4 persons of permitted capacity of the place of assembly within the school which has the greatest permitted capacity.
- Both By-laws 1784 and 2585 require 1.5 spaces per classroom for an elementary school and 2.5 spaces per classroom for a secondary school.

Other Municipalities

- Most other municipalities have distinct standards between elementary, secondary, college/university, and commercial schools.
- Most are based on number of classrooms only.
- Some are based on number of classrooms, number of students, floor area, or a combination thereof.
- Most other municipalities have a standard based on number of classrooms for primary schools, ranging between 1.0 space per classroom to 2.0 spaces per classroom.
- The common standard for secondary school ranges between 3.0 spaces per classroom to 4.0 spaces per classroom.
- Edmonton and Peterborough require 1.4 spaces per classroom to 2.0 spaces per classroom, plus 1.0 space per 12 to 20 students.
- Wide range of requirements between various institutions.

Other Sources

- In-house information indicates parking requirements per different criteria, such as enrolment, GFA, classroom, and staff member.
- The findings related to other school parking studies are summarized in the tables below:

High School	Peak Parking Demand	No. of Classrooms	Parking Demand per Classroom
Middlefield Collegiate Institute (Sept. 2005) York Region District School Board	147 ⁽¹⁾	60	2.450
Pierre Elliot Trudeau High School (Sept. 2005) York Region District School Board	115 ⁽²⁾	54	2.130
Existing Markham District High School (Dec. 2007) York Region District School Board	172	77	2.234
Pierre Elliot Trudeau High School (Dec. 2007) York Region District School Board	131	58	2.247
Mississauga Secondary School (June 2008) Peel District School Board	127	75	1.693
Harold M. Brathwaite Secondary School (June 2008) Peel District School Board	199	71	2.803
Fletcher's Meadow Secondary School (June 2008) Peel District School Board	175	83	2.108
Average Rate			2.238

(1) Excluding parking supply and demand related to child care centre

(2) Excluding construction vehicles related to the adjacent construction site parked on the school parking lot

Elementary School	Peak Parking Demand	Enrolment	Parking Demand per Student
Chester Le Junior Public School (Nov. 2008) Toronto District School Board	25	190	0.132
Eastview Public Elementary School (2002) Halton District School Board	38	466	0.082
Linbrook Public School (July 2005) Halton District School Board	20	350	0.057
Joshua Creek Public School (May 2008)	54	846	0.064
Average Rate			0.084

- Best indicator is enrolment. This requirement includes the demands related to teachers, other staff members and visitors.
- The *York Region Safety and Traffic Circulation at School Site Guidelines Study* undertaken by MMM Group, identified the following for public/separate elementary schools:
 - Parking rate of 0.075 spaces per student or 1.49 spaces per occupied classroom.
 - In addition, 0.22 drop-offs per student in the a.m. peak 10 minutes and 0.12 pick-ups per student in the afternoon peak 10 minutes were found for public schools. Application of an average dwell time of 1.5 minutes/vehicles/space for the a.m. peak demand and an average dwell time 7.5 minutes/vehicle/space for the p.m. peak demand equates to a drop-off requirement of 0.033 spaces per student in the a.m. peak period and 0.09 spaces in the p.m. peak period for pick-ups.
- The *York Region Safety and Traffic Circulation at School Site Guidelines Study* identified the following for public/separate secondary schools:
 - Parking rate of 0.145 spaces per student or 2.67 spaces per occupied classroom.

- In addition, average of 56 drop-offs in the a.m. peak 10 minutes and 35 pick-up in the afternoon peak 10 minutes, and average enrolment of 577 students for all schools surveyed in that study.
 - With the assumption of 1.5 minutes/vehicles/space of dwell time in the a.m. peak period and 7.5 minutes/vehicle/space of dwell time in the p.m. peak period, the lay-by requirements equate to 0.015 spaces per student in the a.m. peak period for drop-offs and 0.045 spaces per student in the p.m. peak period for pick-ups.
- The *York Region Safety and Traffic Circulation at School Site Guidelines Study* identified the following for private schools:
 - Average parking peak rate of 0.22 spaces per student.
 - A minimum of 30 metres of lay-by to be provided for pick-up and drop-off activity, in addition to the parking requirements.

Issues and Considerations

- More important than parking spaces, are lay-by spaces for drop-offs and pick-ups, as well as lay-by spaces for buses.
- In-house information indicates parking requirements per different criteria, such as enrolment, GFA, classroom, and staff member.
- Parking requirements at secondary schools are generally higher than at elementary schools in that some high school students drive to school.
- Demand for parking at school is influenced by a number of factors:
 - Degree of bussing
 - Affluence, related to number of high school students who own cars or have cars available for their use.
 - Location of school relative to the population it serves and catchment area of staff.
 - Frequency of use of ancillary facilities (e.g. auditoriums, gymnasiums), related to both school and community activities. Typically this is less of an issue since on-street parking can be tolerated on an occasional basis. The school parking requirement should address the primary, educational function of the building.

Recommendations

- For elementary schools, parking requirement of 0.075 spaces per student based on the planned maximum sustained enrolment. Also, a drop-off/pick-up requirement (in lay-by or additional parking spaces) of 0.09 spaces per student based on the planned maximum sustained enrolment.
- For secondary schools, parking requirement of 2.2 spaces per classroom based on the planned maximum number of classrooms.

- For private schools, parking requirement of 0.22 spaces per student based on the planned maximum sustained enrolment. In addition, a minimum of 30 metres of lay-by for drop-off and pick-up activity.

Rationale

- As per the *York Region Safety and Traffic Circulation at School Site Guidelines Study*.
- Based on further MMM studies since Grade 13 has been eliminated for secondary schools.
- Recognizes the need for parking spaces, as well as spaces for drop-off/pick-up activities.
- Recognizes different characteristics between private and public schools.

3.6.1.38 HOSPITAL

Existing Standards

- By-laws 1784 and 2585 require 3.0 spaces per 5 beds (1.0 space per 1.7 beds).

Other Municipalities

- Most of the other municipalities surveyed have by-laws which are structured on a per bed basis, between 1.0 space per 0.6 beds (1.8 spaces per bed) and 1.0 space per 3 beds.
- Some of the other municipalities have distinctive requirements for outpatient care (1.0 space per 90 m² of outpatient clinic space).

Issues and Considerations

- Our experience with a wide range of hospitals indicates that requirements vary substantially from one hospital to another.
- In particular, standards based on the number of beds are no longer relevant due to shift from inpatient to outpatient care.
- Trends in having larger proportion of total floor area for outpatient care, with fewer inpatient beds.

Recommendation

- Not specifying a requirement for hospitals in this Zoning By-law.
- Require that a parking study be undertaken for any hospital expansion or new hospital, detailing the requirements and basis (to the satisfaction of the Director of Planning and/or Council).
- Parking demands related to a hospital should be identified through a site specific study on basis of floor space.

Rationale

- Recognizes the wide variation of parking requirements for different institutions.
- A site specific standard is more appropriate.
- Recognizes the trend in hospitals to more outpatient services.

3.6.1.39 RETIREMENT HOME

Existing Standards

- Downtown Brooklin and Downtown Whitby require 1.0 space per 3 beds.

Other Municipalities

- Oshawa requires 1.0 space per 4 beds.
- Peterborough's requirement is based on number of staff and residents. It requires 0.5 space per staff in 'Area 1', and an additional 0.25 space per resident in 'Area 2' and 'Area 3', as its by-law is divided in three different areas.
- The City of Cambridge requirement is based on number of bedrooms, which requires 4.0 spaces, plus 1 space per bedroom.

Other Sources

- MMM has undertaken a parking survey of various retirement homes and related seniors rental housing projects in the GTA. Parking demands vary between 0.09 to 0.16 space per unit in a downtown Toronto setting, to 0.52 space per unit in Markham, 0.34 space per unit in Mississauga, and 0.36 to 0.45 space per unit in Oakville, and 0.41 to 0.46 space per unit in the former City of Scarborough.
- In review of by-law standards for Hamilton, MMM had recommended 0.33 space per bed for nursing homes, long-term care facilities and retirement homes.

Issues and Considerations

- Residents in retirement homes generally have lower mobility (higher average age) and therefore for the most part do not still own a vehicle.
- Generally a range of services and amenities are provided on site. Parking demands are related primarily to employees and visitors.

Recommendation

- 1.0 space per 3 beds (0.33 spaces per person or bed).

Rationale

- As per existing local standards.
- Consistent with findings/recommendation in the study for Hamilton.

3.6.1.40 NURSING HOME/LONG TERM CARE FACILITY

Existing Standards

- Both Downtown Whitby and Downtown Brooklin by-laws require 1.0 space per 3 beds.
- By-laws 1784 and 2585 require 1.0 space per 4 beds.

Other Municipalities

- The most common standards range between 1.0 space per 3 beds and 1.0 space per 4 beds.
- Peterborough has its standard based on the number of residents and number of staff, ranging between 0.5 space per staff to 1.0 space per staff, plus 0.25 space per resident.

Other Sources

- Based on in-house data, parking demands range between 0.21 and 0.34 spaces per bed.

Issues and Considerations

- Residents in nursing homes no longer drive and therefore generate no parking demands.
- Parking demands relate to employees and visitors to the nursing home.

Recommendation

- 1.0 space per 3 beds (0.33 spaces per person or bed).
- Group with retirement home.

Rationale

- As per one of the existing local standards.
- Consistent with findings/recommendation in the study for Hamilton.

3.6.1.41 BUSINESS OR COMMERCIAL USES OTHER THAN THOSE LISTED ABOVE/NON-RESIDENTIAL USES NOT SPECIFIED HEREIN

Existing Standards

- By-law 1784 and By-law 2585 require 1.0 space per 23 m² of GFA.
- Downtown Whitby and Downtown Brooklin by-laws require 4.0 spaces per 93 m² on the first storey and 2.0 spaces per 93 m² of GFA above the first storey.

Other Municipalities

- Most of the municipalities have a requirement ranging from 1.0 space per 50 m² of GFA to 1.0 space per 18 m² of GFA.
- Edmonton has a requirement for any development within the Commercial Use Class that has not been listed.

The requirements are as follows:

< 4,500 m ² of GFA	2.5 space per 100 m ² of GFA (1.0 per 40 m ²)
4,500 – 9,000 m ² of GFA	3.0 space per 100 m ² of GFA (1.0 per 33.3 m ²)
9,000 – 28,000 m ² of GFA	3.5 space per 100 m ² of GFA (1.0 per 28.6 m ²)
> 28,000 m ² of GFA	4.0 space per 100 m ² of GFA (1.0 per 25 m ²)

Issues and Considerations

- Means of addressing other uses that have not been specifically noted.
- Provides for at least some requirements.

- Enables staff to have a standard and does not force applicant to make amendment.

Recommendations

- Eliminate this category.
- Require site specific studies to be undertaken to assess the requirements.

Rationale

- Current standard provides for a generic requirement that may, or may not, actually address the parking requirements of that specific use.
- Will be determined by tenant and market.
- Preferable to have site specific parking studies undertaken that reflect the actual requirements of the use.

3.6.1.42 INDUSTRIAL OR MANUFACTURING ESTABLISHMENT

Existing Standards

- By-laws 1784 and 2585 require 1.0 space per 93 m² of manufacturing floor area.
- Notwithstanding the above standard, for an industrial or manufacturing establishment containing two or more units and having a gross floor area of 2,787 m² or less, this by-law requires 1 parking space per 46 m² of GFA.
- For an industrial or manufacturing establishment containing two or more units and having a gross floor area in excess of 2,787 m², the by-law requires 1.0 parking space per 46 m² of GFA up to 2,787 m², plus 1.0 additional space per 93 m² of GFA of the building in excess of 2,787 m².

Other Municipalities

- Some municipalities have varying requirements for different industrial uses (i.e. warehouse, wholesale, factory outlet, distribution centre, accessory use, etc).
- Some municipalities do not have a specific requirement for industrial uses.
- For those that have, the standards are based on gross floor area, with a wide range in the standards between different municipalities.

- **Milton** has a requirement for an industrial building (including accessory office space):
 - < 1,000 m² of GFA 1.0 space per 30 m² of GFA
 - 1,000 – 5,000 m² of GFA 1.0 additional space per 100 m² of GFA
 - > 5,000 m² of GFA 1.0 additional space per 200 m² of GFA
- **Newmarket** has a requirement for an industrial establishment, with a separate requirement for storage and warehouse space.

The requirements for an industrial establishment (excluding storage and warehouse space) are as follows:

- < 1,860 m² of GFA 1.0 space per 45 m² of GFA
 - 1,860 – 3,720 m² of GFA 1.0 additional space per 90 m² of GFA
 - > 3,720 m² of GFA 1.0 additional space per 185 m² of GFA
- **Ajax** has a requirement for manufacturing and light manufacturing establishment of 1.0 space per 40 m² of GFA, plus 1.0 space per 28 m² dedicated to an accessory sales outlet.
 - **Richmond Hill, Guelph, Oshawa, and Cambridge**, the industrial mall requirements range from 1.0 space per 45 m² of GFA to 1.0 space per 33 m² of GFA.
 - **Barrie** has a requirement of 1.0 space per 50 m² of GFA, up to 3,000 m², plus 1.0 space per 200 m² of GFA thereafter.
 - **Edmonton** has a requirement for any development within the Industrial Use Class and Industrial Performance Use Class (except for Adult Mini-Theatre) for 1.0 space per 100 m² of GFA, provided this is not less than 3.0 spaces per tenant/establishment.

Issues and Considerations

- No specific issues identified in Whitby.
- Typically owners are aware of their own parking needs and plan accordingly.
- In some municipalities industrial multiples have been a problem in the past due to higher employee to floor area ratios, and inclusion of pseudo retail uses.

Recommendations

- 1.0 space per 100 m² of manufacturing floor area.

- For an industrial or manufacturing establishment containing two or more units and having a gross floor area of 2,787 m² or less, 1.0 parking space per 46 m² of GFA.
- For an industrial or manufacturing establishment containing two or more units and having a gross floor area in excess of 2,787 m², 1.0 parking space per 46 m² of GFA up to 2,787 m², plus 1.0 additional space per 100 m² of GFA of the building in excess of 2,787 m².

Rationale

- As per existing local standards.
- No issues identified in Whitby.

3.6.1.43 DRIVE-THRU QUEUING

Existing Standards

- Under By-laws 1784 and 2585 any applicable requirements are specified under the individual use categories. For example in the case of a manual car wash a waiting line of a minimum of 3.0 spaces per bay shall be provided, whereas for a mechanical automatic car wash where the automobile remains stationary while being washed a waiting line of a minimum of 5.0 spaces shall be provided at the place of ingress to each bay.
- For an automatic tunnel car wash a waiting line of a minimum of 25.0 spaces per bay shall be provided at the place of ingress to each bay, with a minimum of 5.0 spaces in a single line at the place of ingress to the unit.
- All waiting lines should be clearly defined by painted mark-ups, or physical barriers.

Other Municipalities

- No standards currently in **Milton, Newmarket, Richmond Hill, Guelph, Pickering, Barrie, Oshawa, Cambridge, Clarington.**
- **Ajax** - 4.0 spaces minimum up to the window for drive-thru banks
 - 15.0 spaces minimum leading to the service window for drive-thru restaurants
 - 5.0 spaces minimum leading to a service window for other drive-thru facilities
- **St. Catharines** – only for a car wash

Other Studies

- In February, 2000 SRM Associates, prepared a “Joint Municipal Study of Fast Food Restaurant Drive-thru and Parking” on behalf of the area municipalities in Durham, including the Town of Whitby, as well as the Regional Municipality of Durham. The study found a wide range in the drive-thru queuing demands at 26 fast food drive-thru restaurants. The study identified that four spaces between the order board and the pick-up window, along with eight spaces behind the order board would address the requirements 95 percent of the time. However, it was also acknowledged that on small sites, a drive-thru queue larger than 12.0 vehicles may impede roadway traffic.

Issues and Considerations

- Inadequate queuing space can result in queue spillbacks onto the street
- Queuing requirements are very much related to the popularity of a specific chain or establishment (i.e. two different chains of donut stores may have very different queuing requirements)

Recommendations

- Do not include stacking/queuing requirements in the zoning by-law. Rather address them at the site plan approval stage through discussions/negotiations with the applicant, and possible requests for site specific studies to be undertaken by the applicant at that time.

Rationale

- Approach is more sensitive and accurate based on actual use/operator.

3.6.1.44 RETAIL STORE

Existing Standards

- By-laws 1784 and 2585 require 1.0 space per 18.5 m² of GFA.
- Downtown Whitby and Downtown Brooklin require 4.0 spaces per 93 m² of GFA.

Other Municipalities

- The most common standards range between 1.0 space per 18 m² to 24 m² of GFA.
- Ajax requires 1.0 space per 28 m² of GFA up to 6000 m² (if greater than that, shopping centre requirements shall apply).
- Richmond Hill requires 5.4 spaces per 100 m² of GLFA.

- Barrie requires 1.0 space for every 30 m² of gross first floor area plus 1.0 space for 50 m² of GFA thereafter.
- Cambridge requires 2.5 spaces per 100 m² of GLFA.

Issues and Considerations

- No specific issues identified in Whitby.

Recommendation

- 1.0 space per 24 m² of GFA in Downtown Whitby and Downtown Brooklin.
- 1.0 space per 18.5 m² of GFA in all other areas.

Rationale

- As per existing local standards.
- Recognizes that in a downtown setting a store requires less parking on a floor area basis than elsewhere in the municipality since a proportion of the customers walk rather than drive and due to the availability of on-street parking.

3.7 ACCESSIBLE PARKING REQUIREMENTS

CURRENT PROVISIONS

- By-law No. 4981-02 which amended By-law No. 1784 and By-law No. 4982-02 which amended By-law No. 2585 both require the following designated parking spaces to be provided:

Parking Area Spaces	Required No. of Designated Parking Spaces
1 – 19 spaces	1 space minimum
20 – 200 spaces	2 spaces minimum
201 – 400 spaces	4 spaces minimum
For each additional 400 spaces or part thereof	1 space minimum to a maximum of 40 spaces

Notwithstanding this, the requirements are higher in the case of hospitals, medical centres or clinics, retirement homes and senior community centres, as follows:

1 – 30 spaces	2 spaces minimum
31 – 60 spaces	4 spaces minimum
61 – 100 spaces	6 spaces minimum
For each additional 30 spaces or part thereof	2 spaces minimum to a maximum of 40 spaces

These same requirements are also noted in the Town of Whitby Accessibility Standards document, dated June, 2005.

OTHER MUNICIPALITIES RESPONDING TO THE SURVEY

- **Milton**
 - 1 – 10 spaces - no minimum
 - 11 – 50 spaces - minimum of 1 space
 - 51 – 75 spaces - minimum of 2 spaces
 - 76 – 100 spaces - minimum of 3 spaces
 - >100 spaces - 3% of total required parking spaces

- **Newmarket**
 - 1 – 29 spaces - no minimum
 - 30 – 75 spaces - 1 handicapped space
 - 76 – 150 spaces - 2 handicapped spaces
 - 151 – 400 spaces - 3 handicapped spaces
 - 401 – 800 spaces - 6 handicapped spaces
 - > 800 spaces - 6 handicapped spaces, plus 5 per additional 800 or fewer spaces

- **Ajax**
 - For hospitals and medical clinics:
 - 1 – 30 spaces - minimum of 2 handicapped spaces
 - 31 – 60 spaces - minimum of 4 handicapped spaces
 - 61 – 100 spaces - minimum of 6 handicapped spaces

 - For all other ones:
 - 2 – 19 spaces - minimum of 1 handicapped space
 - 20 – 200 spaces - minimum of 2 handicapped spaces
 - 201 – 400 spaces - minimum of 5 handicapped spaces

- **Richmond Hill** - Two different by-laws which are generally consistent except at the upper end of the range.
 - < 25 spaces - 1 physically disabled space
 - 25 – 50 spaces - 2 physically disabled spaces
 - 51 – 75 spaces - 3 physically disabled spaces
 - 76 – 100 spaces - 4 physically disabled spaces
 - 101 – 150 spaces - 5 physically disabled spaces
 - 151 – 200 spaces - 6 physically disabled spaces
 - 201 – 300 spaces - 7 physically disabled spaces
 - 301 – 400 spaces - 8 physically disabled spaces
 - > 400 spaces - 8 physically disabled spaces, plus 1 for each 100 over 400

However under another by-law at the upper end require the following:

- 401 – 500 spaces - 9 physically disabled spaces
- 501 – 1,000 spaces - 2% of the total
- >1,000 spaces - 20 plus 1 for each additional 100 over 1,000

- **Pickering**
 - 1 – 50 spaces - 1 designated space
 - 51 – 100 spaces - 2 designated spaces
 - 101 – 150 spaces - 3 designated spaces
 - 151 – 200 spaces - 4 designated spaces
 - 201 – 400 spaces - 5 designated spaces
 - 401 – 800 spaces - 8 designated spaces
 - > 800 spaces - 8, plus 1 for each additional 200 parking spaces

- **Guelph**
 - 26 – 50 spaces - 1 designated space
 - 51 – 200 spaces - 2 designated spaces
 - 201 – 300 spaces - 4 designated spaces
 - 301 – 400 spaces - 4 designated spaces
 - > 400 spaces - 4 plus 1 additional space per 100

- **St. Catharines**
 - 1 – 25 spaces - 1 accessible space
 - 26 – 50 spaces - 2 accessible spaces
 - 51 – 75 spaces - 3 accessible spaces
 - 76 – 100 spaces - 4 accessible spaces
 - 101 – 150 spaces - 5 accessible spaces
 - 151 – 200 spaces - 6 accessible spaces
 - 201 – 300 spaces - 7 accessible spaces
 - 301 – 400 spaces - 8 accessible spaces
 - 401 – 500 spaces - 9 accessible spaces
 - 501 – 10,000 spaces - 2% of total spaces
 - 1,000 and over spaces - 20 plus 1 for each 100 spaces

- **Barrie**
 - 5 – 50 spaces - 1 barrier free space
 - 51 – 90 spaces - 2 barrier free spaces
 - > 90 spaces - 3% of required parking

- **Cambridge**
 - 5 – 30 spaces - 1 accessible space
 - 31 – 60 spaces - 1 accessible space
 - 61 – 100 spaces - 2 accessible spaces
 - Each additional 30 spaces - 1 accessible space

- **Peterborough**
 - 1 – 20 spaces - 1 disable space
 - 21 – 100 spaces - 2 disable spaces
 - 101 – 200 spaces - 5 disable spaces

- **Clarington**
 - 1 – 25 spaces - 1 disable space
 - 26 – 50 spaces - 2 disable spaces
 - 51 – 75 spaces - 3 disable spaces
 - 76 – 100 spaces - 4 disable spaces
 - 101 – 150 spaces - 5 disable spaces
 - 151 – 200 spaces - 6 disable spaces
 - 201 – 300 spaces - 7 disable spaces
 - 301 – 400 spaces - 8 disable spaces
 - 401 – 500 spaces - 9 disable spaces
 - 501 – 1,000 spaces - 2% of total spaces

OTHER STUDIES

- The “City-wide and Downtown Parking and Loading Study” which MMM completed in 2005 for the City of Hamilton MMM had recommended the following:
 - No handicapped space for 0 – 10 total space parking area
 - 1 handicapped space for 11-99 total spaces
 - 1 additional handicapped space for each 100 additional spaces required

The rationale included consistency/similarity with the requirements of Stoney Creek (now part of Hamilton), as well as Mississauga and Toronto.

ASSESSMENT

- Historically accessible parking requirements tended to be very basic (e.g. one accessible/handicapped space per 100 parking spaces). These requirements have evolved to be more detailed based on the total number of parking spaces by grouping. Some municipalities have also recognized that certain uses, such as hospitals, medical offices and those geared to seniors, typically require more accessible parking spaces. Some municipalities also have a minimum threshold of parking spaces (e.g. 25) before any accessible parking is needed.

RECOMMENDATION

- Retain current standards, but clarify that these are not additive requirements.

RATIONALE

- Fairly new standards, with no indication that they are either too onerous or not responsive to current needs.
- Addresses current confusion related to additive requirements.
- Fall within the ranges of those of other municipalities.
- Recognize the higher needs at hospitals, medical centres, clinics, retirement homes, and seniors' community centres.

4.0 COMMERCIAL VEHICLE PARKING IN RESIDENTIAL AREAS

Commercial vehicle parking in residential areas is clearly an issue of concern in Whitby, based on the input received, both written and oral at the public and stakeholder meetings. There were many persuasive arguments presented on both sides of the issue. For those who may have been ticketed for parking commercial vehicles on their properties perhaps one of the biggest complaints indicated was related to fairness, both within their localized area, as well as across the municipality as a whole. The by-law provisions need to be enforced consistently across the municipality, not just on the basis of complaint.

In reviewing the current practices and in developing a new policy framework for commercial vehicle parking in residential areas there have been three over-riding considerations:

- Safety cannot be jeopardized.
- Individual property rights are important but they cannot disregard those of others, who have equal rights.
- Fairness and equality are required across the municipality, not just in terms of the policy itself, but also in terms of enforcement.

It is recognized that it will not be possible to entirely satisfy everyone based on the diverse opinions that have been expressed. The recommended policy framework represents a compromise.

It must also be recognized that commercial vehicle parking in residential areas and recreational vehicle parking in residential areas share many of the same issues, so the recommended approaches related to the two have been coordinated. The approach to recreational vehicle parking in residential uses is detailed in Section 5.0.

4.1 EXISTING POLICIES/PROCEDURES

4.1.1 BY-LAW PROVISIONS

By-Law 2585 as amended Section 6(13)(g) states the following:

“Use of Parking Spaces and Areas

Parking spaces and areas required under this by-law for off street parking shall be used for the parking of passenger vehicles only, and for vehicles used in operation incidental to the permitted uses in respect of which such parking spaces and areas are required. Provided that no person shall in any Residential Zone use any lot for the parking or storage of any commercial vehicle in excess of 0.46 tonneau capacity.

Provided further that notwithstanding the foregoing the owner or occupant of any lot, building or structure in any Residential Zone may use any private garage of which he is the owner or

occupant, erected upon any such lot for the housing or storage of one commercial vehicle not exceeding 0.91 tonneau capacity operated by himself.

Provided further, however, that notwithstanding the foregoing no person shall in any Residential Zone use any lot, building or structure for the parking or storage of more than one commercial motor vehicle. For the purpose of this subsection “commercial motor vehicle” shall mean any commercial vehicle as defined in The Highway Traffic Act.”

Section 26.2.4.9 in By-law 2585 deals with the commercial vehicle parking in the Downtown Whitby Secondary Plan area. Section 26.2.4.9.1 states that “storage or parking of commercial vehicles shall be prohibited in all yards in any Residential Zone, except within a garage”.

Similarly By-law 1784 as amended Section 4(n)(xi) states:

“Use of Parking Spaces and Areas

Parking spaces and areas required under this By-law for off-street parking shall be used for the parking of passenger vehicles only and for vehicles used in operation incidental to the permitted uses in respect of which such parking spaces and areas are required. Provided that no person shall in any Residential Zone use any lot for the parking or storage of any commercial motor vehicle in excess of 0.46 tonneau capacity. Provided further than notwithstanding the foregoing the owner or occupant of any lot, building or structure in any Residential Zone may use any private garage of which he is the owner or occupant, erected upon any such lot for the housing or storage of one commercial motor vehicle not exceeding 0.91 tonneau capacity operated by himself. Provided further, however, that notwithstanding the foregoing no person shall in any Residential Zone use any lot, building or structure for the parking or storage of more than one commercial motor vehicle.

For the purpose of this subsection “Commercial Motor Vehicle” shall mean any commercial vehicle as defined in The Highway Traffic Act.”

By-law 3760-95 that deals with Downtown Brooklin states in Section 13.2.6.9 that “Storage or parking of commercial vehicles shall be prohibited in all yards in any Residential Zone, except within a garage”.

Similarly By-law 5581-05 as amended (Section 4.16.4) states:

“Use of Parking Spaces and Areas

Parking spaces and areas required under this By-law for off-street parking shall be used for the parking of passenger vehicles only and for vehicles used in operation incidental to the permitted uses in respect of which such parking spaces and areas are required. No person shall in any Residential zone use any lot for the parking or storage of any commercial motor vehicle as defined in the Highway Traffic Act, in excess of 0.46 tonne capacity. Notwithstanding the foregoing, the owner or occupant of any lot, building or structure in any Residential Zone may use any private garage erected upon any such lot for the housing or storage of one commercial

motor vehicle not exceeding 0.91 tonne capacity for personal use. Notwithstanding the foregoing no person shall in any Residential Zone use any lot, building or structure for the parking or storage of more than one commercial motor vehicle.”

In addition to the five primary sections of the two parent by-laws that place restrictions on the parking of commercial vehicles in residential areas, there are two other relevant by-laws.

Zoning By-law 641-78 deals with site specific zoning for a neighbourhood which is situated south of Nichol Avenue and east of Thickson Road South. Section 1 (S) (c) (iv) states that “parking spaces and areas required under this By-law shall be used for the parking of passenger vehicles only and shall not be used for the parking or storage of any commercial motor vehicles in excess of ½ ton capacity”.

By-law No. 4910-01 that deals with certain lands owned by the Town regulates the parking of vehicles on such lands. Although this does not deal with the parking of commercial vehicles on residential properties it is of some relevance in that it has yet another definition of commercial vehicle. Here “commercial motor vehicle” means a motor vehicle having permanently attached thereto a truck or delivery body and includes buses and tractors used for hauling purposes on the highways”. These various provisions contribute to the confusion.

4.1.2 REPORT TO PLANNING AND DEVELOPMENT COMMITTEE, JUNE 25, 2007

On June 25, 2007 a report (Item PL 80-07) was presented to Planning and Development Committee concerning “Zoning By-law Review (1784 & 2585) Parking or Storage of Commercial Motor Vehicles, Trailers and Recreational Vehicles in Residential Zones”.

The report was precipitated by two minor variance applications to permit the storage/parking of a commercial motor vehicle and a commercial trailer respectively, in a Residential Zone. Both applications had been filed by property owners in response to letters that they had received from By-law Enforcement stating that they were in violation of the Zoning By-law with respect to the use of parking spaces and areas. Planning staff had recommended denial of both applications. The matters were tabled at Committee of Adjustment in order to allow the matter to be reviewed further by Council.

The Council decision arising from this report included four components:

1. “That a Study of Municipal Parking Standards for Zoning By-laws 1784 and 2585 be undertaken on a priority basis;
2. That the Committee of Adjustment be advised of Council’s decision in this matter;
3. That the Committee of Adjustment be requested to not consider its applications A/06/07 and A/07/07 until the Town’s Study is completed; and,
4. That the provisions of the Town’s Zoning By-laws 1784 and 2585 respecting parking and trailer storage not be enforced until the Parking Standards Study is complete.”

4.2 DEFINITIONS OF COMMERCIAL VEHICLES USED BY MTO

According to the Highway Traffic Act, R.S.O. 1990:

“Commercial motor vehicle means a motor vehicle having permanently attached thereto a truck or delivery body and includes ambulances, hearses, casket wagons, fire apparatus, buses and tractors used for hauling purposes on the highways.”

“A commercial motor vehicle includes a truck or highway tractor with a gross weight or registered gross weight of more than 4,500 kg or a bus with a seating capacity for ten or more passengers. Exceptions are noted in Section 16(1) of the Highway Traffic Act.”

“Commercial vehicle includes commercial motor vehicles and the trailers they may tow.”

4.3 RELATED PROVISIONS IN OTHER MUNICIPALITIES

The majority of the municipalities that have been surveyed do permit the parking of commercial vehicles in the residential areas, except for Milton, St. Catharines and Barrie.

Those that do permit the parking of commercial vehicles in residential areas do so with specific restrictions:

- In **Newmarket** no persons shall in any residential/multiple residential zone use any lot or part of a lot for the parking or storage of any commercial motor vehicle in excess of 762 kg. capacity.
- In **Ajax** motor vehicles below one tonne or less than 7 metres in length are permitted to park in a residential zone.
- In **Pickering** the parking of a commercial vehicle in residential zones is only permitted if it can be parked within a fully enclosed building or structure. There are currently no restrictions on the heights of the commercial vehicles permitted to park in residential zones under the current by-law.
- In **Richmond Hill** the parking of commercial vehicles in residential zones is only permitted if it can be parked entirely within a wholly enclosed building or carport.
- In **Guelph** no motor vehicle, excluding an automobile and a RV shall be parked in a residential zone when such a vehicle exceeds a vehicle empty weight of 2290 kg. or if the vehicle or the vehicle and any attached equipment, exceeds a height of 2.2 metre above the ground surface. The only commercial vehicles allowed are for trades persons. If the vehicle is smaller than the parameters, then no action is taken.
- In **Edmonton** it depends on the weight of the vehicle. It is permitted for any commercial vehicle, loaded or unloaded, of a maximum gross vehicle weight less than 4500 kg. or no

more than one commercial vehicle of a maximum gross vehicle weight of 4000 kg. or less, for longer than is reasonably necessary to load or unload such vehicle.

- In **Oshawa** no person shall in any residential zone park or store any commercial vehicle which (a) is in excess of three thousand (3000) kg. vehicle weight, or (b) has a length greater than 6.0 m or (c) has a height greater than 2.6 m.
- In **Cambridge** no bus or commercial motor vehicle exceeding 3800 kg. gross vehicle weight, and no commercial trailer or transport trailer, agricultural implement or commercial and industrial equipment shall be parked or stored in any residential use class zone except in a neighbourhood parking station. The resident of a dwelling on a lot in a residential use class zone may use a wholly enclosed private garage located on such lot to park or store not more than one bus or commercial motor vehicle having a gross vehicle weight not exceeding 5600 kg. or commercial trailer or transport trailer, agricultural implement, or commercial and industrial equipment if such resident is also the owner and or operator of such bus, commercial motor vehicle, commercial trailer or transport trailer or agricultural implement or commercial and industrial equipment.
- In **Clarington** commercial vehicle as defined in Highway Traffic Act to a maximum of 4 tonnes gross vehicle weight is permitted for a maximum of 2 commercial vehicles or 2 school buses.

4.4 DEFINITIONS OF COMMERCIAL VEHICLES USED BY OTHER MUNICIPALITIES

Substantial variations exist as to the definitions of commercial vehicles used by other municipalities:

- **Newmarket:**
Any motor vehicle used for gain having permanently attached thereto a truck or delivery body and includes any ambulances, motor buses and tractors as defined in The Highway Traffic Act”.
- **Ajax:**
Any Vehicle designated or operated for the transportation of property or a bus which Vehicle or bus exceeds 2.6 m in width or 7 m in length.
- **Richmond Hill:**
Any motor vehicle having permanently attached thereto a truck or delivery body and includes ambulances, hearses, fire apparatus, motor buses, tractors, bulldozers and road building machines used primarily for business purposes and including all motor vehicles with commercial motor vehicle licences exceeding 508 kg (approximately 1/2 tonne) in capacity.

- **Pickering:**
Any motor vehicle used for commercial purposes, and shall include ambulances, hearses, motor buses, and fire apparatus.
- **Guelph:**
Commercial vehicle means any vehicle on which is displayed commercial lettering or commercial license plates and includes construction equipment which is designed to be towed.
- **Edmonton:**
Commercial vehicle shall bear the definition ascribed to it by The Highway Traffic Act, Revised Statutes of Alberta 1980, Chapter H-7, and all amendments and successors thereto. Excerpts from the Highway Traffic Act, R.S.A. 2000, c H-8: Commercial vehicle means a truck, trailer or semi-trailer, except a truck, trailer or semi-trailer or any class of vehicle that by the regulations or by an order of the Alberta Motor Transport Board is exempted from being classified as a commercial vehicle, and includes a motor vehicle from which sales are made of goods, wares, merchandise or commodity, and a motor vehicle by means of which delivery is made of goods, wares, merchandise or commodity to a purchaser or consignee of them.
- **St. Catharines:**
“Heavy vehicle” means a commercial motor vehicle having a registered gross weight, in excess of 4,500 kg, but does not include a passenger vehicle, an emergency vehicle, any vehicle owned and operated by the Transit Commission, a privately-owned commercial motor vehicle making a delivery to or a collection from a bona fide destination which cannot be reached via a highway upon which heavy vehicles are not prohibited by this by-law and taking the most direct route to such a destination from a highway or part of a highway upon which heavy vehicles are not prohibited by this by-law.
- **Barrie:**
Commercial vehicle shall mean a vehicle licensed by the Province of Ontario: 1) as a public vehicle pursuant to the provisions of The Public Vehicles Act, R.S.O., 1980, Chapter 407, as amended from time to time, or any successors, of 2) as a public vehicle, pursuant to the provisions of The Public Commercial Vehicles Act, R.S.O., 1980, Chapter 425, as amended from time to time or any successors.
- **Oshawa:**
Commercial vehicles means any vehicle licensed or used for commercial purposes and, without limiting the generality of the foregoing, shall include a tractor trailer and a dump truck.
- **Peterborough:**
Commercial vehicle means a motor vehicle having attached thereto a truck or delivery body and includes ambulances, hearses, casket wagons, fire apparatus, police patrols, motor buses and tractors.

- **Cambridge:**
Although Cambridge does not have a definition of a commercial vehicle, it does for a transport trailer. It means any vehicle so constructed that it is suitable for being attached to a motor vehicle and capable of being used for transporting goods, materials, equipment or livestock notwithstanding that such vehicle is jacked up or that its running gear is removed.
- **Clarington:**
Clarington defines commercial vehicle based on Highway Traffic Act.

4.5 RESIDENT SURVEYS

A total of 150 residents were surveyed via door to door interviews undertaken in a sampling of various residential areas in the Town of Whitby. A copy of the survey questions is provided in **Appendix C**.

Of the 150 who were surveyed only 6 respondents (4 percent) were found to normally have a commercial vehicle parked at their residence. In most cases this was a single commercial vehicle, but in one case this included three commercial vehicles on one residential property.

Just under half of the respondents (74 out of 150) indicated that they were not opposed to having commercial vehicles parked on residential properties (with 76 opposed). This was contingent on having certain conditions met. In descending order of importance these conditions included the following:

- The vehicle does not overhang onto the sidewalk or street
- The vehicle does not exceed a certain length or height
- The vehicle is also needed for personal use
- There is no trailer with the commercial vehicle
- The advertising on the vehicle is limited
- It can be parked elsewhere on the site, for example in the backyard

In addition, 91 out of 150 respondents indicated that they are opposed to the parking of mini school buses on residential properties.

4.6 CONSIDERATIONS

The various considerations and related comments concerning commercial vehicle parking in residential areas are summarized below. They reflect all of the input received at the stakeholder and public meetings, as well as review of the written materials:

- Fairness/
Equality
 - Ticketing on complaint only; therefore many other commercial vehicles are not ticketed.
 - If can park a large recreational vehicle then why not a commercial one?
- Fairness/
Equality
 - 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.
- Aesthetics
 - 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 to what constitutes a commercial vehicle.
 - Different under the Traffic Act than under Whitby’ current provisions.
- Property
Rights
 - Some feel that they should be allowed to park whatever they wish in their own yards.
- Safety
 - Overhang of vehicles onto sidewalk.
 - Obstruction of sightlines.
 - Commercial vehicles that need to be plugged in, therefore extension cord presents a tripping hazard.
- 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.

4.7 DIMENSIONS AND WEIGHT FOR COMMERCIAL VEHICLES




The dimensions related to typical commercial vehicles and mini school buses are shown in **Tables 1 and 2**. Table 1 indicates examples of vehicle types that would be allowed under the




recommendations presented in Section 4.10, with those that would not be allowed shown in Table 2.

Table 1
Vehicle Types that Would be Allowed Under the Recommendations

Type	Pictures	Dimensions	Weight
Pick-up Trucks		Height: 2.0 m Width: 2.4 m Length: 6.7 m	3,760 kg
		Height: 1.9 m Width: 2.0 m Length: 6.3 m	2,396 kg
		Height: 1.9 m Width: 2.0 m Length: 5.8 m	2,236 kg
		Height: 1.8 m Width: 1.9 m Length: 5.4 m	2,195 kg
Light Single-Unit Truck (i.e. Cube Van)		Height: 2.1 m Width: 2.0 m Length: 6.0 m	2,509 kg
		Height: 2.1 m Width: 2.0 m Length: 6.2 m	2,559 kg

Table 2
Vehicle Types that Would Not be Allowed Under the Recommendations

Type	Pictures	Dimensions	Weight
Medium-Single-Unit Trucks		Height: 2.2 m Width: 2.6 m Length: 10.0 m	2,810 kg (Cab Weight)
		Height: 2.62 m Width: 2.37 m Length: 10.56 m	N/A
		Height: 1.83 m Width: 2.24 m Length: 10.9 m	N/A
		Height: 2.45 m Width: 2.55 m Length: 7.72 m	N/A
		Height: 2.71 m Width: 2.45 m Length: 9.92 m	4,475 kg
Sprinter Van		Height: 2.63 m Width: 3.6 m Length: 5.7 m	N/A
		Height: 2.64 m Width: 2.00 m Length: 5.72 m	N/A
Mini School Buses		Height: 3.0 m Width: 2.5 m Length: 6.8 m	6,373 kg

		<p>Height: 2.8 m Width: 2.5 m Length: 6.8 m</p>	<p>5,579 kg</p>
		<p>Height: 2.8 m / 3.0 m Width: 2.5 m Length: 5.9 m</p>	<p>4,536 – 6,373 kg</p>
		<p>Height: 2.7 m / 2.8 m Width: 2.2 m Length: 5.9 m</p>	<p>4,355 kg</p>

4.8 ASSESSMENT OF COMMERCIAL VEHICLE PARKING IN RESIDENTIAL AREAS

The current provisions with respect to commercial vehicle parking in residential areas:

- Are inconsistent in their treatment of different areas of the Town.
- Are difficult for both residents as well as staff at the Town to interpret.
- Rely on complaint based enforcement, therefore raise issues of fairness as to who gets fined.

A basis for permitting the parking of some commercial vehicles on residential properties, recognizes:

- That the same vehicle that is used for employment related purposes may also be the primary vehicle which is also used for personal use.
- The tools/equipment stored in the commercial vehicle can generally be stored more securely at home than in a parking lot. (However the counter argument can be made that if someone is determined to steal something from a vehicle then it can also be readily done so parked at home).
- The parking of a commercial vehicle elsewhere adds to the travel time, inconvenience, fuel consumption and emissions.

These factors need to be weighed against other considerations including:

- Safety implications of large vehicles parked in private driveways including vehicle overhang and sightline distractions.
- The annoyance resulting for neighbours, including fumes when vehicle idle, the unsightliness of some commercial vehicles, etc.

This review has attempted to balance those considerations. As noted at the onset of this discussion, the three over-riding considerations are:

- Safety cannot be jeopardized.
- Individual Property Rights are important but that they cannot disregard the rights of others who have equal rights.
- Fairness/Equality are required across the municipality not just in terms of the policy itself, but also enforcement.

As noted, approximately half of the residents surveyed are not opposed to the parking of commercial vehicles on residential properties, provided that certain conditions are met.

For the most part there does not appear to be an issue with small commercial vehicles such as pick up trucks and vans that have some commercial advertising or lettering. These are essentially the same size as private passenger vehicles, cars and SUV's.

Similarly, there would not appear to be issues related to commercial vehicles regardless of size that are hidden away within garages. This is the approach that has been taken by some of the municipalities that have been surveyed. However, most garages are typically too small to accommodate anything more than a vehicle corresponding to passenger car dimensions. Vertical clearance may also be an issue in the case of some van sized vehicles.

The real issue is commercial vehicles that are larger than those typically used for private resident use and which cannot be parked in a garage.

As noted, this study has attempted to balance the diverse opinions related to those vehicles.

4.9 RECOMMENDATIONS

Balancing the various considerations the following is recommended:

- The provisions should apply to all residential zones and should be consistent.
- Commercial vehicle should be defined as any vehicle having advertising on its exterior (excluding that related to the type of vehicle and where it was purchased) and /or being used for hire to transport goods or people.
- Only two commercial vehicles are permitted to park on a property in any Residential Zone provided that:

- The commercial vehicle does not exceed either of the following dimensions:
 - 7.0 metres in length
 - 2.2 metres in height measured from the ground to the highest point on the vehicle
- One of the commercial vehicles must be wholly enclosed in a garage or other structure of a size, location and other specifications that do not violate any other by-law requirements
- o The inclusion of one attached trailer is permitted, provided that the overall length inclusive of vehicle and trailer does not exceed 12.0 metres. The trailer is in addition to the commercial vehicle. The height of the trailer must not exceed 2.2 metres, measured from the ground to the highest point on the vehicle. Under no circumstances should the vehicle (and trailer) extend over the sidewalk. Pedestrians need to be able to get by safely without being required to go around the vehicle on the road. This applies equally to those in wheelchairs.
- o The commercial vehicle be no closer than 2 metres from the curb of the road to provide some visibility for those on adjacent properties who may be backing out of driveways. It should be noted that technically parking within the boulevard area is not allowed in any event.
- o A consistent enforcement policy whereby if a complaint is received not only would the vehicle involved in the complaint be investigated, but also any other vehicles that are observed to be in contravention in the area. This should also include proactive periodic random monitoring in addition to complaint based enforcement, recognizing that additional staffing levels and budget will be required to achieve this. However, it is expected that additional costs would be off-set by the additional revenues received through additional fine revenues.

Based on the above, the parking of certain vehicles, such as vans, pick-up trucks and other related vehicles would be allowed, but would exclude panel trucks (i.e. delivery trucks), cabs of transport trucks and school buses.

The above recommendations would apply to all relevant by-laws including the Oak Ridges Moraine By-law.

4.10 RATIONALE

- o Recommendations represent a balancing of the various considerations and viewpoints expressed by the residents.
- o Current requirements need to be revised to be clear and consistent across the Town.
- o Vehicles used for both commercial and personal purposes should be permitted to park in residential areas, provided that they do not exceed the specifications/conditions.

- The parking of commercial vehicles in residential areas reduces travel time, inconvenience, fuel consumption and emissions, and increases security.
- Restrictions on the size of commercial vehicle permitted to park in a residential areas and location of parking are warranted for safety reasons (ie. vehicle overhang and sightline restrictions), as well as for aesthetic reasons.
- Survey results indicate that some residents are not opposed to the parking of small commercial vehicles provided that there are some restrictions in place.
- Policies should be enforced in a manner that achieves fairness and equality, across the municipality.

5.0 RECREATIONAL VEHICLE PARKING IN RESIDENTIAL AREAS

The parking of recreational vehicles such as motor boats, motor homes, camper vans and trailers on residential properties presents many of the same issues as the parking of commercial vehicles on residential properties. These include concerns regarding safety, for example related to trailer hitches over hanging the sidewalk, and large motor homes obstructing visibility. Aesthetics are also an issue, but again acceptability is in the eye of the beholder. What is acceptable to one resident may not be acceptable to another resident.

Again, this review has attempted to balance the various considerations, with a focus on the following considerations:

- Safety
- Property Rights
- Ease in interpretation
- Fairness/Equality
- Consistency with the commercial vehicle parking in residential areas recommendations, recognizing that the two go hand in hand.

Similar to the commercial vehicle parking in residential areas, the enforcement of the current provisions has been temporarily suspended, as a result of the July 3, 2007 Council decision, pending the findings of the subject study. The only exception is if safety is jeopardized, in which case enforcement is undertaken.

5.1 EXISTING POLICIES/PROCEDURES

5.1.1 BY-LAW PROVISIONS

By-law 2585 Section 6(24)(b) states that the parking or storage of any trailer (as defined under the Highway Traffic Act) or boat is not permitted in any Residential Zone. However, exceptions exist as detailed in Section 6(24)(c):

(c) Exceptions

“Notwithstanding the provisions of paragraph (b) hereof, the owner or occupant of any lot, building or structure in any Residential Zone, may store or park not more than either one (1) boat that does not exceed 7.0 metres in length with or without boat trailer that does not exceed 7.0 metres in length exclusive of hitch or tongue, and one (1) trailer that does not exceed 7.0 metres in length exclusive of hitch or tongue, upon such lot subject to the following regulations:

- i. where lands are used for apartment dwelling house or group housing purposes, the boat and trailer must be located within a building and shall only be permitted in spaces or areas that are in addition to the number of parking spaces required by Section 6 (13) hereof;
- ii. where lands are used for any other purpose:

1. the boat and trailer must be within the dwelling house or within a private garage or carport or located in the interior side yard to the rear of the front wall of the main building or in the case of a vacant lot, then to a point in the rear of a line distant 7.5 metres from the street line;
2. in the case of a lot the side lot line of which abuts a street or zero decimal three (0.3) metre reserve, any trailer or boat parked or stored in the rear yard shall be located no closer than 7.5 metres from such side lot line;
3. in the case of a lot the rear lot line of which abuts a street or zero decimal three (0.3) metre reserve, any trailer or boat parked or stored in the rear yard shall be located not less than 7.5 metres from such rear lot line.

(d) TEMPORARY STORAGE OR PARKING

Notwithstanding paragraphs (b) and (c) hereof, the owner or occupant of any lot in a Residential Zone used for a purpose other than an apartment dwelling house or group housing, may store or park not more than one (1) boat that does not exceed 7.0 metres in length with or without one (1) boat trailer that does not exceed 7.0 metres in length exclusive of hitch or tongue, and one (1) trailer that does not exceed 7.0 metres in length exclusive of hitch or tongue, of which he is the owner in the front or side yard of such lot for a total period of not more than seventy-two (72) hours in any one calendar month.

(e) FULLY ENCLOSED

Notwithstanding paragraphs (b) and (c) hereof, where lands are used for purposes other than an apartment dwelling house or group housing, the limitation imposed therein shall not restrict the number of such boats or trailers that are fully enclosed within a garage or dwelling provided the same are owned by the occupant of such lot or a member of his family.”

Under Section 26.2.8 in By-law 2585 which applies to the Downtown Secondary Plans. The storage or parking of recreational vehicles such as motor homes, boats, trailers, travel trailers and other personal use recreational vehicles is permitted within the Downtown Secondary Plan.

- 26.2.8.1 The storage or parking of motor homes, travel trailers, snowmobiles, boats, trailers, or other personal use recreational vehicles shall be permitted within a private garage.
- 26.2.8.2 Outdoor storage or parking of motor homes, travel trailers, snowmobiles, boats, trailers, or other personal use recreational vehicles in a R1-DT, R2-DT, R3-DT, R4-DT Zone, shall be subject to the following provisions:
 - 26.2.8.2.1 Storage or parking shall only be permitted in the interior side yard or rear year.

26.2.8.2.2 The motor home, travel trailer, snowmobile, boat, trailer, or other personal use recreational vehicle shall be located no closer than 1.0 metre to any lot lines.

26.2.8.2.3 Not more than one of any of the following: motor home, travel trailer, snowmobile, boat trailer or other personal use recreational vehicle, shall be stored or parked outside on the lot per dwelling unit.

26.2.8.3 A trailer or accessory trailer shall not exceed 11.0 metres in length.

Zoning By-law 1784 Section 13.2.11 which applies to Downtown Brooklin has similar provisions to Downtown Whitby, with one exception, the maximum length of the accessory trailer that is permitted:

13.2.11.1 The storage or parking of motor homes, travel trailers, snowmobiles, boats, trailers, or other personal use recreational vehicles shall be permitted within a private garage.

13.2.11.2 Outdoor storage or parking of motor homes, travel trailers, snowmobiles, boats, trailers, or other personal use recreational vehicles in a R1-VB and R2-VB Zone, shall be subject to the following provisions:

13.2.11.2.1 Storage or parking shall only be permitted in the interior side yard or rear yard.

13.2.11.2.2 The motor home, travel trailer, snowmobile, boat, trailer, or other personal use recreational vehicle shall be located no closer than 1.0 metre to any lot lines.

13.2.11.2.3 Not more than one of any of the following: motor home, travel trailer, snowmobile, boat trailer or other personal use recreational vehicle, shall be stored or parked outside on the lot per dwelling unit.

13.2.11.3 A trailer or accessory trailer shall not exceed 7.0 metres in length.

By-law 1784 does not include any provisions regarding recreational vehicles.

5.1.2 PREVIOUS REPORTS

On September 3, 2002 the Planning Director brought forward Report 144-02 to the Planning and Development Committee concerning a “General Amendment to Zoning By-laws 2585 (Z-792-96) and 1784 for the Storage and Parking of Motor Homes, Travel Trailers, Snowmobiles, Boats, Utility Trailers and other Personal Use Recreational Vehicles in Residential Zones”.

The report notes that it is staff’s opinion that the current general provisions are outdated and do not reflect the current residential activities, and that the enforcement of the provisions is not practical. With respect to the Downtown Whitby provisions staff recommended that a review of the storage of unlimited recreational vehicles in a private garage be undertaken as there is a potential to eliminate the minimum two residential parking spaces per lot. Staff also

recommended that provisions related to recreational vehicle storage and parking as found in the two Downtown by-laws, with some amendments, be adopted town-wide.

More specifically, the following was recommended by staff to replace Section 6(24)(a) to (e) in By-law 2585, with similar provisions to be added to By-law 1784.

Storage or Parking of Motor Homes, Travel Trailers, Snowmobiles, Boats, Trailers and Other Personal Use Recreational Vehicles

- (a) “The storage or parking of motor homes, travel trailers, snowmobiles, boats, trailers, or other personal use recreational vehicles shall be permitted within a private garage as long as the minimum parking requirements for a residential use are maintained on the property.
- (b) Outdoor storage or parking of motor homes, travel trailers, snowmobiles, boats, trailers, or other personal use recreational vehicles shall be permitted within any Residential Zone, subject to the following provisions:
 - Storage or parking shall only be permitted in the interior side yard or rear yard.
 - The motor home, travel trailer, snowmobile, boat, trailer, or other personal use recreational vehicle shall be located no closer than 1.0 metres to any lot lines.
 - Not more than one of any of the following: motor home, travel trailer, snowmobile, boat trailer or other personal use recreational vehicle, shall be stored or parked outside on the lot per dwelling unit.
- (c) A trailer or accessory trailer shall not exceed 7 metres in length.
 - Add the definition of a “Trailer” to Section 2 of the By-law – “Trailer” shall mean a trailer as defined in the Highway Traffic Act.”

These recommendations were referred back to staff for further review and consideration.

5.2 DEFINITIONS OF TRAILER USED BY MTO

According to the Highway Traffic Act, the definition of trailer is:

A trailer means a vehicle that is at any time drawn upon a highway by a motor vehicle (except an implement of husbandry, a mobile home, another motor vehicle or any device or apparatus not designed to transport persons or property), temporarily drawn, propelled or moved upon such highway, and except a side car attached to a motorcycle, and shall be considered a separate vehicle and not part of the motor vehicle by which it is drawn.

5.3 RELATED PROVISIONS IN OTHER MUNICIPALITIES

The parking of recreational vehicles is generally permitted, with conditions, in the various other municipalities who had responded to the survey. Richmond Hill is the only municipality that replied to the survey that does not permit recreational vehicle parking in residential zones.

The following is a summary of input received from municipalities that responded to the survey:

Town of Milton:

- Recreational vehicle parking is permitted provided that it provides for short term occupancy intended and used exclusively for recreational travel and vacationing, designed to be towed or propelled by a motor vehicle or self-propelled, and includes such vehicles commonly known as travel trailer, truck camper, camper trailer, motor homes, boats or other similar vehicles but does not include a mobile home.
- No more than one RV may be parked out of doors on any residential lot.
- Any RV may be parked or stored on a driveway in any front/exterior side yard between May 1 to October 31 provided it does not occupy a required parking space; at any other time, only permitted in rear yard.
- The parking or storage of RV, which is less than 3m in height is permitted within the Urban/Hamlet areas and on lots within a Rural Zone having a lot area of less than 2 hectares; whereas the RV is less than 5.5m in height is permitted on a lot area of 2 hectares or greater within a Rural Zone and no more than 3 RV's owned by the resident of the property shall be parked on such a lot.

Town of Newmarket:

- 1 boat, boat trailer, trailer, motor home that does not exceed 7m may be parked subject to the following:
- For apartment dwelling or group housing purposes, it must be stored within a building and shall only be permitted in spaces or areas that are additional to the number of parking spaces required by this by-law.
- For residential purpose, it must be stored within the dwelling or within a private garage/carport/interior side yard to the rear of the front wall of the main building. In the case of a lot where the exterior side/rear lot line abuts a street or a 0.3m reserve, any RV may be parked/stored in the exterior side yard/rear yard in addition to the location permitted in above provided such RV shall not be located closer than 7.6 m from exterior side/rear lot lines.

Town of Ajax:

- No person shall use any lot in any Residential Zone for the parking or storage of any motor vehicles in excess of one tonne capacity or in excess of 7.0 metres in length.
- Recreational vehicles without current license plates are not permitted within the Residential Zone, unless they are located within a private garage.

Town of Pickering:

- Maximum of 4 vehicles, only 1 of which may be a trailer, are permitted to park on the exterior of a residential lots.
- Parked on a lot, maximum permissible height is 2.6m and length is 6.7m.
- Parked in a side/rear yard, maximum permissible height is 3.5m and length is 8.0m.
- Vehicles parked in a side/rear yard must be set back a minimum of 1 metre from the nearest lot line.
- Vehicles parked in a side yard must not project into the front yard of the lot unless it is parked on a driveway.
- No part of any front/flankage yard except a driveway is to be used for the parking or storage of vehicles and no vehicle is to encroach onto any road allowance.

City of Guelph:

- No boat shall be parked or stored except in a garage or rear yard.
- No recreational vehicle shall be parked or stored except in a garage, side yard or rear yard. If in side yard, must be 1 m away from side lot line and stored on a paved portion of the property.
- No minimum lot width, no restrictions on numbers/time.
- Not allowed in the driveway.

Notwithstanding these provisions, the parking of recreational vehicles is allowed in the driveway for up to 48 hours, to allow for the parking and unpacking of goods. Guelph has experienced problems related to these provisions and ideally would like to restrict the parking of recreational vehicles to the rear yard only. They have received complaints about the parking of recreational vehicles being parked in side yards.

City of Edmonton:

- On a residential site with no rear lane, large RV may be parked to within 2 m of the interior edge of sidewalk, or within 2 m of curb if no sidewalk, where vehicular access is solely available through the front yard; or in the case of a corner site where vehicular access is solely available through the front yard or through the exterior flanking side yard.
- Large Recreational Vehicle shall include any motor home, travel trailer, or fifth wheel trailer, any camper when it is not mounted on a truck, but placed on the ground, on a stand or otherwise stored; or any similar vehicles; shall not include small utility trailer; camper van conversions; tent trailers; campers which are mounted in trucks, boats; snowmobiles; all-terrain vehicles; jet skis; or motorcycles and trailers to carry them.

City of Barrie:

- Recreational vehicle parking is permitted. The by-law is silent on the details. Notwithstanding this, it has not been a problem.

City of Oshawa:

- No person shall in any Residential Zone park or store a recreational vehicle greater than 6.0 m in length or greater than 2.6 m in height in any part of a front yard or exterior side yard, nor in that portion of any rear yard of a corner lot which abuts an improved street or 0.3 m reserve for that distance from the street which is equal to or less than the depth of the exterior side yard.
- Notwithstanding Article 4.20.1 to the contrary, no person shall in any Residential Zone park or store a boat, snowmobile or any type of camper or trailer which is designed to be towed behind a motor vehicle in any part of a front yard or exterior side yard, nor in that portion of any rear yard of a corner lot which abuts an improved street or 0.3 m reserve for that distance from the street which is equal to or less than the depth of the exterior side yard.

City of Cambridge:

No recreational vehicle, trailer or boat shall be parked or stored on any lot in a residential use class zone except:

- (i) by the owner of such recreational vehicle, trailer or boat who resides in a dwelling on the same lot;
- (ii) in the rear yard of such lot;
- (iii) in a side yard of such lot, but not closer than 1.2 m to the side lot line;

- (iv) on a driveway located in the front yard of such lot between the established building line and the street line, for the period from 1 April to 31 October of each year only, provided that no part of such driveway within 3m of the principal entrance to the dwelling shall be used for such purposes;
- (v) in a garage or carport on the lot;
- (vi) in a neighbourhood parking station.

Municipality of Clarington:

- Within a visibility triangle: no building or structure shall be constructed, no motor vehicle, trailer or recreational vehicle shall be parked or stored.
- A visibility triangle shall be determined as follows: the visibility triangle adjacent to an exterior side lot line shall be the area enclosed by each of the street lines measured to a point 5 metres back from the intersections of the street lines, and a diagonal line drawn between these two points; the visibility triangle for a driveway, lane or right-of-way shall be the area enclosed by the line along the limits of the driveway and the street line measured to a point 3 metres back from the intersection of the street lines and the limits of the driveway, lane or right-of-way and a diagonal line drawn between these two points.

City of Peterborough:

- Any boat trailer or travel trailer in excess of 7.6 metres is restricted from parking within 1.2 metres of any side or rear lot line or within any front yard.

5.4 DEFINITIONS OF RECREATIONAL VEHICLE USED BY OTHER MUNICIPALITIES

Some municipalities have generic definitions of recreational vehicles, whereas Edmonton defines large recreational vehicles. Still others such as Newmarket define trailers and mobile homes instead.

Examples of definitions provided by those municipalities who responded to the questionnaire are provided below:

Town of Milton:

Recreational trailers/vehicles – provides short term occupancy intended and used exclusively for recreational travel and vacationing, designed to be towed or propelled by a motor vehicle or self-propelled, and includes such vehicles commonly known as travel trailer, truck camper, camper trailer, motor homes, boats or other similar vehicles but does not include a mobile home.

Town of Newmarket:

“Trailer” shall mean a trailer as defined in The Highway Traffic Act and shall also include a Tourist or Travel Trailer as defined in Section 3.159 of this bylaw.

“Mobile Home” means a motor vehicle used as a temporary, permanent or recreational residence or working accommodation unit and shall also include truck campers.

Town of Richmond Hill:

Recreational vehicle means a vehicle which provides sleeping and other facilities for short periods of time, while travelling or vacationing, designed to be towed behind a motor vehicle or self propelled including vehicles commonly known as travel trailers, camper trailers, pickup coaches, motorized campers, motorized homes and other similar vehicles.

City of Guelph:

Recreational Vehicle means a Vehicle which is used for temporary recreational travel or accommodation and includes a motor home, camper trailer, converted bus or the like.

City of Edmonton:

Large Recreational Vehicle shall include any motor home, travel trailer, or fifth wheel trailer, any camper when it is not mounted on a truck, but placed on the ground, on a stand or otherwise stored; or any similar vehicles; shall not include small utility trailers; camper van conversions; tent trailers; campers which are mounted in trucks; boats, snowmobiles; all-terrain vehicles; jet skis; or motorcycles and trailers to carry them.

City of Oshawa:

Recreational vehicle means a vehicle designed to be towed behind a motor vehicle or self-propelled, and includes such vehicles commonly known as travel trailers, camper trailers, pick-up coaches, motorized campers, motorized homes and other similar vehicles, which provide sleeping and other facilities for persons while travelling or vacationing.

City of Cambridge:

Recreational vehicle means a vehicle which provides sleeping and other facilities for short periods of time, while travelling or vacationing, designed to be towed behind a motor vehicle, or self-propelled, and includes such vehicles commonly known as travel trailers, campers trailers, pick-up coaches, ‘slide-in’ truck campers, motorized campers, motorized homes, or other similar vehicles.

Municipality of Clarington:

Recreational vehicle means a vehicle that is used predominantly for recreational purposes, including recreational trailers, snowmobiles, motorized and non-motorized boats, personal watercraft, all-terrain vehicles and recreational motor vehicles.

5.5 RESIDENT SURVEYS

The majority of the residents surveyed (63.3 percent or 95 out of 150) indicated that they are not opposed to the parking of recreational vehicles on residential properties, provided that certain conditions are met. In order of importance these conditions include the following:

- If the length of the vehicle is shorter than the length of the driveway
- If the vehicle does not exceed a certain length or height
- Only if parking is for short periods of time such as one day to pack and unpack.

Of far less importance were two other considerations:

- Only if the vehicle can be parked in the garage
- If the vehicle can be parked elsewhere, for example in the backyard.

5.6 CONSIDERATIONS

The considerations related to recreational vehicle parking on residential property are similar in many respects to those related to commercial vehicle parking in a similar setting. They include:

- Fairness/Equality – Lack of consistency in the standards across the municipality
- Number and Type of Vehicles – How to equalize (e.g. does one boat equal to two ski-doo's?)
- Storage Location – If the recreational vehicle is parked 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 (e.g. to load and unload).

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

5.7 ASSESSMENT – RECREATIONAL VEHICLE PARKING IN RESIDENTIAL AREAS

As noted, many of the same considerations apply to the parking/storage of both recreational and commercial vehicles on residential properties.

The one key difference is that commercial vehicles are typically related to employment/livelihood, whereas recreational vehicles are related to discretionary activities.

It is clear that the current provisions are difficult for the public to understand and for the municipality to administer.

Based on the input received there is generally acceptance related to the need to load and unload these vehicles, provided that the loading and unloading does not occur on a neighbour's property and provided that it does not result in any safety concerns for the neighbours, as well as the general public.

A key concern relates to large recreational vehicles which are parked for extended periods of time, or year round.

Generally a concern does not exist with vehicles which are hidden out of view, for example in the rear yard, or in a garage. However the parking of a recreational vehicle in a garage potentially displaces one or more passenger vehicles which should otherwise be parked there. Use of tarps and other coverings can further aggravate the issue of aesthetics.

5.8 RECOMMENDATIONS

These recommendations represent a balanced approach to the parking of recreational vehicles in Residential Zones:

- The parking of recreational vehicles that are generally used in the summer months such as boats, motor homes and travel trailers, in Residential Zones shall be permitted from May 1st to October 31st.
- The parking of snowmobiles and winter related recreational vehicles shall be permitted from November 1st through to April 30th.

The above is restricted to the following on a residential property:

- No more than one motor home, or one boat on a trailer, or an empty trailer, or two snowmobiles, or two terrain vehicles on a trailer, with a combined maximum length of 13.5 metres inclusive of the vehicle pulling the motor home or trailer, or with a maximum length of 7.0 metres exclusive of the vehicle pulling the motor home or trailer.

These vehicles may be parked in the garage or driveway provided that:

- The parking of the recreational vehicle must be in addition to required parking. It cannot displace the standard parking requirements for the principal dwelling (i.e. two spaces).
- The vehicle is parked no closer than 1 metre from a side lot line.
- The vehicle does not extend onto the sidewalk.
- The vehicle is located no closer than 2 metres from the curb of the road.
- Consistent enforcement is put into place, not just enforcement on the basis of complaint. This is for reasons of fairness and equality across the town. If adopted, this policy will increase the operational costs (i.e. additional costs to hire more staff to enforce). However, it is expected that this additional costs would be offset by the additional revenues received through additional fine revenues.

The above allows eligible residents to park their recreational vehicles for the 6 months period when they would typically need access to those vehicles, without imposing the visual impacts associated with year round storage of those vehicles, on their neighbours. Appropriate off-site storage would need to be located for the balance of the year in each case.

The above recommendations would apply to all applicable by-laws, including the Oak Ridges By-law.

5.9 RATIONALE

- Balances the desires of those residents who own recreational vehicles and wish to park them on their residential lots and those who have expressed concerns about the parking of recreational vehicles on residential properties.
- Ensures that only season appropriate vehicles are parked on site for the convenience of those residents, while restricting the parking of those same vehicles year-round.
- Ensures fairness across the municipality.
- Restricts the number and size of the vehicles being parked to help to address the matters of aesthetics and safety.

6.0 DESIGN RELATED STANDARDS AND GUIDELINES

6.1 PARKING SPACE DIMENSIONS (TYPICAL PERPENDICULAR SPACE)

CURRENT PROVISIONS

Under By-law 1784 and 2585 a parking space “means an area of not less than 16.5 square metres, exclusive of any aisles or ingress and egress lanes, with a minimum perpendicular width of 2.75 metres and a minimum perpendicular length of 5.5 metres for the temporary parking or storage of motor vehicles and may include a private garage”.

For Downtown Whitby the minimum parking space dimensions are 2.75 metres in width, by 5.0 metres in length for non tandem and non parallel parking spaces. For Downtown Brooklin the minimum dimensions are 2.75 metres by 5.5 metres.

Pillars, columns and other ceiling support elements may project a maximum of 0.15 metres into a required parking space, under both downtown provisions.

OTHER MUNICIPALITIES RESPONDING TO THE SURVEY

Typical dimensions include:

Milton	2.75 m x 5.8 m
Newmarket	2.60 m x 5.5 m
Ajax	2.70 m x 6.0 m
Richmond Hill	2.75 m x 6.0 m
Guelph – exterior space	2.50 m x 5.5 m
Guelph – in garage or carport	3.0 m x 6.0 m
Barrie	2.70 m x 5.5 m
Oshawa (21 to 90° parking angle)	2.60 m x 5.4 m
Oshawa – residential	2.75 m x 5.75 m

OTHER STUDIES

- When undertaking a similar review of parking dimensions for **Hamilton** MMM found that of the other municipalities surveyed for that study, most had a width requirement of between 2.6 and 2.7 metres and length requirements varying between 5.5 and 6.0 metres.
- In that study MMM recommended 2.7 metres by 5.8 metres for perpendicular and angled parking spaces.
- A review of parking standards for **Toronto** resulted in adoption of a standard of 2.6 metres in width by 5.6 metres in length, provided that the minimum aisle width is 6.0 metres. Wider parking spaces were identified for aisle widths of less than 6.0 metres. Wider spaces were also recommended when one or both sides of a parking space are obstructed (2.9 metres with one side obstructed and 3.2 metres if both sides are

obstructed and with a 6.0 metre wide aisle). If a side is obstructed and the aisle width is less than 6.0 metres the space width increases to 3.3 metres at minimum.

ASSESSMENT

- The length and width of a parking space need to be considered in conjunction with the aisle width since together they determine the ability to be able to manoeuvre into and out of a parking space.
- The proportion of ‘micro cars’ in the overall vehicle fleet is still relatively small, although this may change in the future depending on the cost of fuel and other environmental considerations.
- SUV’s and other large vehicles still represent a significant proportion of the overall vehicle fleet, although this too may change in response to fuel costs. However in the short term, the standards need to consider the mix of vehicles found on the road network.
- The provision of a minimum parking space area, in addition to length and width, is redundant.

RECOMMENDATION

- A minimum of 2.7 metres in width by 5.8 metres in length, (with a 6.0 metre wide aisle as discussed in Section 6.5).⁶

RATIONALE

- Is in the middle of the range.
- Provides some reduction over existing minimum area requirements since are likely headed towards an increase in the proportion of smaller vehicles in the overall vehicle fleet due to energy/environmental reasons.

6.2 PARALLEL PARKING SPACE DIMENSIONS

CURRENT PROVISIONS

Downtown Whitby and Downtown Brooklin require a minimum of 2.75 metres in width by 6.7 metres in length for a parallel parking space.

⁶ Dimensions for private garages are addressed separately since they have been identified as an issue.

OTHER MUNICIPALITIES RESPONDING TO THE SURVEY

A range of requirements:

Milton	2.75 m x 6.5 m
Newmarket	2.70 m x 6.7 m
Ajax	2.50 m x 6.7 m
Oshawa	2.60 m x 6.7 m

OTHER STUDIES

- A survey of other municipalities for **Hamilton** parking study found a typical width of between 2.6 and 2.7 metres and a typical length of 6.7 metres.
- MMM recommended 2.7 metres by 6.7 metres in that study.
- The **City of Toronto** recently adopted 2.6 metres by 6.7 metres as a minimum, with the width being increased by 0.3 metres where one side is obstructed.

ASSESSMENT

- An obstruction such a wall can have an impact on the width requirement to allow for the passenger door opening.

RECOMMENDATIONS

- Minimum of 2.7 metres in width by 6.7 metres in length which is very similar to existing.
- Increase the width to 2.9 metres in case of an obstruction such as a wall on one side.

RATIONALE

- Similar to other municipalities in the case of the basic requirements.
- Marginal increase (similar to **City of Toronto** at 2.9 metres) in the case of an obstruction on one side to facilitate passenger door opening.

6.3 PRIVATE PARKING GARAGES – STANDARD FOR SINGLES, SEMI-DETACHED AND TOWNHOUSE UNITS

As a part of this study, the Town of Whitby undertook a garage site survey in January, 2009. The purpose of the garage site study was to investigate whether garage sizes should be regulated, in order to ensure that standard/average size vehicles can be accommodated and that there is adequate space to store normal household garage type items such as lawn mowers. The findings of the garage site survey have been considered in the assessment herein.

CURRENT PROVISIONS AND PRACTICES

The current parking space dimension requirements specified in By-laws 1784 and 2585 also apply to parking spaces within private parking garages. These include a requirement for a total area of not less than 16.5 square metres, with a minimum perpendicular length of 5.5 metres and a minimum perpendicular width of 2.75 metres. Garage size however, is not regulated by the Building Code, or the Zoning By-laws.

In terms of location, the required parking spaces for low density ground related dwelling units can be situated in any yard subject to certain setback provisions, on a private driveway, or in a private garage, or private carport.

The Town of Whitby Permit Services review plans to ensure that the minimum parking space size is complied with in a garage. This does not include any projections into the minimum parking space dimensions. However, it should be noted that furring walls that enclose duct work are not shown on building permit plans.

OTHER MUNICIPALITIES RESPONDING TO THE SURVEY

- For some of the municipalities surveyed the minimum parking space dimensions also apply to garages.
- **Ajax** has initiated new garage dimensions to ensure that the vehicles could be accommodated fully in the garage. The minimum obstruction free dimensions for a required parking space within a private garage are 3.1 metres in width by 6.5 metres in length. Where more than one parking space is provided within a private garage all subsequent parking spaces shall provide a minimum width of 2.5 metres. This has addressed resident complaints regarding staircases impeding the accommodation of vehicles within the garage.
- In **Milton** a single garage or a double garage with a separating wall shall have minimum dimensions of 2.9 metres in width by 6.0 metres in length and 2.1 metres in height. A double garage with no separating wall shall have a minimum width of 5.5 metres, with the same minimum length and height requirements. With either garage type, 5.3 metres in length shall be unobstructed with the exception of one stair. They have found that in some cases due to grading too many stairs encroach into the available space in which the vehicle can be parked.
- Although **Newmarket** does not have minimum garage space dimensions, they sometimes find that the stairs project into the garage space, resulting in issues.
- In **Richmond Hill** maximum standards apply, with the maximum size of a private parking garage being 37 m² and the maximum height being 4.5 metres.

- In **Guelph** the minimum garage size is 3 metres by 6 metres. A stair to an access door into the dwelling is allowed to project 0.8 m (2'8") into the required 3 metres by 6 metres space.
- **Edmonton** does not have any separate requirements for garages, but requires that the vehicular space be unobstructed.
- **St. Catharines** requires a minimum of 2.75 metres by 5.5 metres, however this is not imbedded in the zoning by-law.
- **Cambridge** has a minimum width of 2.9 metres and a minimum length of 5.5 metres. Steps without handrails may project 0.5 metres into the required size of the parking space, and a wall may project 0.5 metres into one side of the required size of the parking space, having a maximum length of 1.5 metres from the back or front wall only of the garage.
- In most cases private garage dimensions have not been a problem with the municipalities surveyed.

GARAGE SITE SURVEY

The garage site survey undertaken by the Town of Whitby investigated the current level of compliance with the existing parking garage requirements. The survey results reveal that:

- All sites surveyed seemed to meet the minimum parking space size requirements.
- Certain single car garages that had projecting furring walls boxing in duct work could be at the edge of non-compliance.
- Certain houses with walls or bulk head projections could compromise the full utilization of the length of the garage, although the length of the garage would still accommodate vehicles within lengths of under 5.0 metres.

OTHER STUDIES

- Nothing specifically related to this topic.

ASSESSMENT

- Current issues with garages are generally as a result of two factors:
 - storage
 - stairs
- Garages are not considered to be part of the 'usable' space of a house. Increasing the size of the garage likely means a reduction in the usable space in the house, resulting in a trade-off between more storage space in the garage and usable space within the house.

- Even if the size of the garage is increased, it may simply mean that more space is available for storage and not necessarily in an increased likelihood of a vehicle being parked in the garage.
- Stairs protruding into the garage can impede the use of the garage for parking.

Table 3 summarizes some typical automobiles dimensions of vehicles found in Canada.

Table 3
Dimensions of Typical Automobiles in Canada

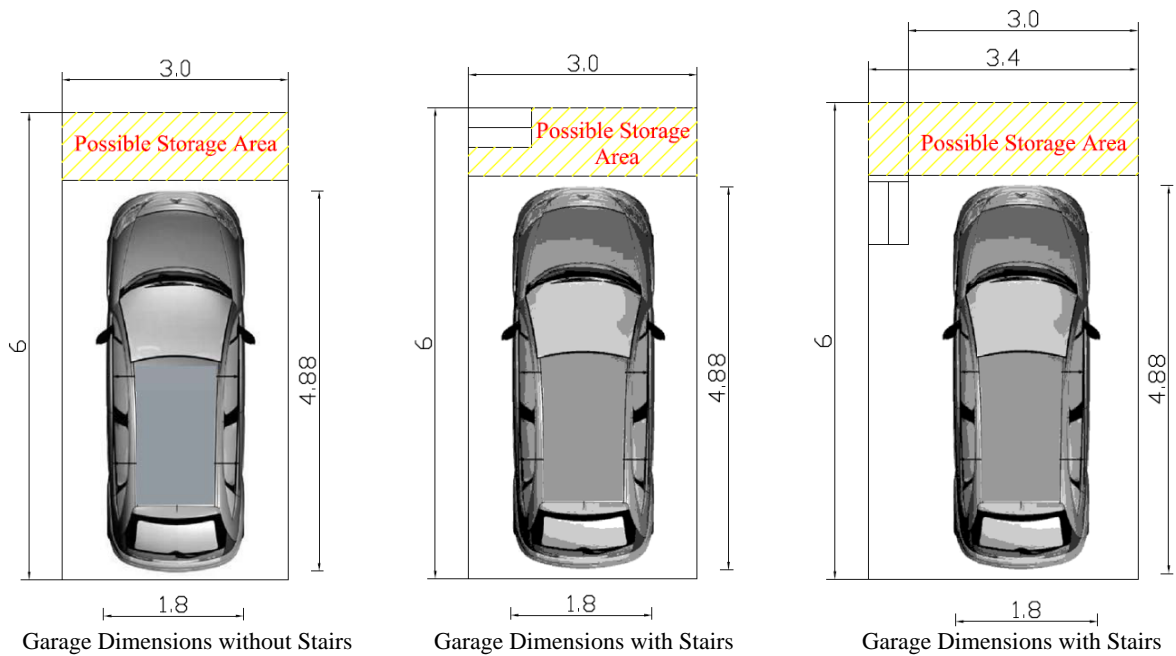
Type of Vehicle	Picture	Dimensions (mm)
Microcar (i.e. Smart Fortwo)		Length 2500mm Width 1515mm Height 1549mm
Subcompact Car (i.e. Toyota Yaris)		Length 3610mm Width 1660mm Height 1500mm
Compact Car (i.e. VW Rabbit)		Length 4188mm Width 1734mm Height 1440mm
Mid-size Car (i.e. Toyota Camry)		Length 4445mm Width 1645mm Height 1390mm
Full-size Car (i.e. Chevy Impala)		Length 5091mm Width 1851mm Height 1491mm

<p>Compact SUV (i.e. Acura MDX)</p>		<p>Length 4788mm Width 1955mm Height 1745mm</p>
<p>Mid-size SUV (i.e. Jeep)</p>		<p>Length 4953mm Width 1862mm Height 1694mm</p>
<p>Full-size SUV (i.e. Range Rover)</p>		<p>Length 4971mm Width 1956mm Height 1902mm</p>
<p>Minivan (i.e. Toyota Sienna)</p>		<p>Length 5015mm Width 2004mm Height 1775mm</p>
<p>Pick-up (i.e. Ford F-150)</p>		<p>Length 5364mm Width 2004mm Height 1867mm</p>

RECOMMENDATIONS

The minimum parking space dimensions within private garage shall have the following:

- 3.0 metres by 6.0 metres, with up to 0.6 metres of encroachment by stairs located within 1.0 metre from the end of the space.
- 3.4 metres by 6.0 metres, if stairs intrude into the garage beyond 0.6 metres, or are located more than 1.0 metre from end of the space.



- 5.6 metres by 6.0 metres for a double garage, with up to 0.6 metres of encroachment by stairs located within 1.0 metre of the end of the parking space.

RATIONALE

- The width is marginally wider than what is being recommended for a parking space with an obstruction on one side. This is also the same as that for one of the other municipalities that was surveyed (eg. Guelph for a garage or carport).
- The recommended length (6.0 metres) is slightly longer than that being recommended (5.8 metres) for a typical parking space which will accommodate most passenger cars, standard size vans and pick-up type vehicles. This recognizes that some clearance is required at the front of the vehicle. The length is comparable to that in Guelph, and is a balance between some of the others (eg. midway between those of St. Catharines/Cambridge and Ajax).
- Limits intrusions by stairs into this defined space so that the integrity of the parking space is maintained. However, stair projections of 2 or 3 risers (0.6 metres) are permitted to encroach since they do not normally interfere with the ability to park a vehicle.
- Any surplus width/length created by the stairs can be used for storage.

6.4 ACCESSIBLE PARKING SPACE DIMENSIONS

CURRENT PROVISIONS

- These provisions are intended to accommodate individuals who have Accessible Parking Permits as issued under Section 26 of the Highway Traffic Act.
- A parking space designated for such purposes requires the following dimensions:
 - A minimum width of 4.5 metres.
 - A minimum length of 6.0 metres.
 - A minimum vertical clearance of 2.75 metres.

These and other related standards are further detailed in the Town of Whitby Accessibility Standards document, dated June, 2005.

OTHER MUNICIPALITIES RESPONDING TO THE SURVEY

- Typical dimensions include:

Milton	4.6 m x 5.8 m with a 3 m vertical clearance
Newmarket	3.6 m width
Ajax	4.5 m x 6.0 m with a minimum vertical clearance of 2.75 m
Richmond Hill	3.7 m x 6.0 m
Pickering	4.0 m x 5.3 m with minimum 2.75 m vertical clearance
St. Catharines	4.88 m x 5.5 m
Barrie	4.6 m widths or for an adjoining pair 7.7 m combined width
Oshawa	2.44 m width + adjacent aisle of at least 2.44 m except in a retrofit situation where it is technically infeasible can reduce aisle width to 2.0 m; plus vertical clearance of at least 2.75 m
Cambridge	2.75 m x 5.5 m, with an adjacent aisle of at least 2.5 m, and a vertical clearance of 2.1 m

OTHER STUDIES

- The Urban Land Institute document entitled “Dimensions of Parking” notes that the standard accessible parking space in the U.S. is eight feet wide (2.5 metres), with a five foot (1.5 metres) wide demarcated accessible aisle, for a total width of 13 feet or 4 metres. It notes that two accessible parking spaces may share the same accessible aisle, except in the case of angled parking.
- The “City-wide and Downtown Parking and Loading Study” which MMM completed for **Hamilton** in 2005 recommended a parking space width of 4.4 metres for a single

accessible space, or 3.5 metres in width if two or more accessible spaces are adjacent to one another.

ASSESSMENT

- Various municipalities define the width requirements in different ways. Most establish a minimum fixed width, as does Whitby. Others allow a narrower parking space width, but add a minimum aisle width to this. Some also distinguish between accessible spaces located singly, versus those in pairs or larger groupings of accessible spaces. This recognizes that two accessible spaces side by side can share the space in between for ramps, and for manoeuvring into and out of the vehicle.
- The length of an accessible space should be consistent with that of other spaces since essentially the determining factor is the available width, to get into and out of the vehicle. Also, it is not appropriate for accessible parking spaces to protrude into the driving aisle, resulting in a hazard. Adequate clearance is required in the case of a parking structure to ensure that specific vehicles that are used in the transport of those in wheelchairs are not precluded from underground parking garages.

RECOMMENDATIONS

- A minimum width of 4.5 metres
- A minimum length of 5.8 metres
- A minimum vertical clearance of 2.75 metres.
- Placement of accessible parking spaces is to be addressed at the site plan approval stage, to ensure that every effort is made to locate these spaces so as to minimize the travel distance from the parking area to the entrance, with minimal traffic flow crossing.

RATIONALE

- Width falls within the range of the standards of other municipalities. No pressing reason identified to widen over the existing minimum width of 4.5 metres. In practical terms have even more space when two or more of such spaces are located side by side.
- Marginal reduction in the length to that being recommended for other perpendicular parking spaces is comparable to that for Milton. Again this falls within the range identified for the other municipalities responding to the questionnaire.
- Minimum height of 2.75 metres as per existing clearance and that of other neighbouring municipalities including Ajax, Pickering, and Oshawa.

- Placement is an equally vital aspect of the provision and purpose of accessible parking spaces. Because each site is different this is better dealt with on a case by case basis, using the site plan approval stage.

6.5 AISLE WIDTH

CURRENT PROVISIONS

Aisle widths are not addressed in By-laws 1784 and 2585.

The Downtown Brooklin By-law Section 13.2.6.5.4.1.1 and .2 notes that a two-way traffic aisle shall have a minimum width of 6.0 metres, with a one-way aisle a minimum width of 3.0 metres. However as noted, in Section 13.2.7.5.2 a driveway providing access to a loading space shall have a minimum width of 3.5 metres for one-way traffic and 7.0 metres for two-way traffic.

The Downtown Whitby By-law. Section 26.2.4.5.4.1.1 states that “a two-way traffic aisle shall have a minimum width of 6.0 metres”. Similarly, Section 26.2.4.5.4.1.2 notes that “a one-way traffic aisle shall have a minimum width of 3.0 metres”. Section 26.2.5.5.2 states that “the driveway providing access to a loading space shall have a minimum width of 3.5 metres for one-way traffic and 7.0 metres for two-way traffic”.

MUNICIPALITIES RESPONDING TO THE SURVEY

This question was not specifically asked.

OTHER STUDIES

In the City-wide and Downtown Parking and Loading Study for **Hamilton**, Marshall Macklin Monaghan had recommended aisle widths that are reflective of the parking angle:

Parking Angle Degree	Minimum Aisle Width
0	3.7 m
15°	3.7 m
30°	3.7 m
45°	4.5 m
60°	5.5 m
75°	6.0 m
90°	6.0 m

This reflected the fact that the former City of Hamilton and the former Town of Dundas had provisions that acknowledged angled parking.

The newly adopted City of Toronto standards require a minimum aisle width of 6.0 metres.

ASSESSMENT

Narrow one-way aisles (e.g. 3 or 3.5 metres) can be problematic for several reasons:

- If they also provide access to parking spaces the widths of the parking spaces need to be increased to compensate for the lack of manoeuvring space in the aisle.
- They cannot also serve as fire routes.
- If obstructed, another vehicle cannot pass the vehicle resulting in the obstruction.

If Whitby has angled parking then reduced aisle widths should be considered similar to Hamilton.

RECOMMENDATIONS

- 6.0 metres at minimum for a two-way aisle serving parking only.
- 7.0 metres at minimum for a two-way aisle serving loading as well.

RATIONALE

- 6.0 metre aisle widths are commonly required to address perpendicular parking. This also reflects some of the existing by-law requirements in Whitby.
- A slightly wider aisle is justified in the case of access/egress to loading to accommodate truck movements. Again this reflects some current by-law standards in Whitby.
- Unless angled parking is to be explicitly reflected in the zoning by-law, eliminate the provision for narrow one-way aisles, for the reasons noted.

6.6 DRIVEWAY WIDTHS RELATED TO RESIDENTIAL USES

CURRENT PROVISIONS

By-law No. 1784, Section 4(n)(v) notes, “A parking area shall be provided with a means of access or driveway at least four decimal five metres (4.5 m) but not exceeding seven decimal five metres (7.5 m) in width unless the driveway is a joint ingress and egress driveway, in which case the width shall be seven decimal five metres (7.5 m)”.

By-law No. 2585, Section 6(13)(c)(i) states that, “Ingress and egress, to and from the required parking spaces and areas shall be provided by means of unobstructed driveways or passageways at least 3.0 metres but not more than 9.0 metres in perpendicular width.”

Oak Ridges Moraine Conformity Zoning By-law Amendment, By-law No. 5591-05, Section 4.16.3(e) requires that, “a parking area shall be provided with a means of access or driveway at

least 4.5 metres but not exceeding 7.5 metres in width unless the driveway is a joint ingress and egress driveway, in which case the width shall be 7.5 metres.

MUNICIPALITIES RESPONDING TO THE SURVEY

This question was not specifically asked.

OTHER STUDIES

In the City-wide and Downtown Parking and Loading Study for Hamilton, Marshall Macklin Monaghan had recommended driveway widths for low-rise residential uses as follows:

- For detached, semi-detached, row houses, duplex, triplex, rowplex, semi-detached duplex, semi-detached triplex, converted house, rooming house, provision of a driveway or passageway with a minimum width of 2.6 metres for access to a public highway.
- The driveway width should not exceed 50 percent of the width of the lot frontage.

This recognizes the trend that other municipalities including Kitchener and Toronto provide separate requirements for low density residential uses.

ASSESSMENT

The driveway width requirement in an off-street parking lot should be considered differently from the driveway width of low-rise residential uses, such as single detached dwellings, semi-detached dwellings or street townhouses, etc. where the in/out traffic flows are much lower in volume. A narrower driveway width would satisfactorily serve the limited ingress and egress movements related to low-density residential uses, while not unduly impacting the proportion of the lot frontage that is allocated to the driveway.

RECOMMENDATIONS

For low/medium density residential uses:

- A minimum width of 3.0 metres.
- A maximum of 50 percent of the width of the lot frontage.

For high-density residential uses:

- Retain current standards.

RATIONALE

- Attempts to balance vehicular access needs with those for landscaping so as to not devote an excessive proportion of the frontage for driveway purposes.

- Narrower driveway width is justified for low-density residential uses which experience very low in/out volumes.
- As per the requirements for low-density residential uses in Kitchener and Toronto, and MMM's recommendations for Hamilton.
- Driveway width requirements for high-density residential uses are adequately addressed with the current standards.

6.7 SETBACK BETWEEN THE GARAGE AND LOT LINE

CURRENT PROVISIONS

For new street related residential uses (e.g. singles, semis and street townhouses) By-law 1784 and By-law 2585 require a front yard minimum depth of 5.5 metres between the front lot line and the garage or carport.

OTHER MUNICIPALITIES RESPONDING TO THE SURVEY

The requirements vary somewhat between the municipalities:

- **Newmarket**
 - 7.5 metres for older subdivisions
 - 10.0 metres in newer subdivisions to closest edge of sidewalk or curb for a single driveway and 7 metres for a double driveway.
- **Milton**
 - 5.5 metres from the garage to the streetline
- **Ajax**
 - 5.7 metres for street side with a sidewalk
- **Richmond Hill**
 - 3.0 metres for street side with no sidewalk
 - 5.8 metres
- **Pickering**
 - 6.0 metres
- **Guelph**
 - 6.0 metres
- **Edmonton**
 - 6.0 metres for single detached housing with front access to required off-street parking
 - Less for rear or flanking access to required parking
 - In another by-law is 5.5 metres for semi-detached or duplex housing
- **St. Catharines**
 - 6.0 metres
- **Barrie**
 - 7.0 metres

- **Oshawa** - 6.0 metres
- **Cambridge** - 6.0 metres
- **Clarington** - 6.0 metres for singles, semis, and townhouses from street line

OTHER STUDIES

- Nothing that is directly applicable.

RECOMMENDATIONS

- 6 metres minimum from garage to lot line.
- Parking is only permitted in the space between the garage and lot line.

RATIONALE

- Assists in enabling tandem parking, but only on the side of the street with no sidewalk.
- A very slight increase over the recommended minimal parking space length (6.0 metres instead of 5.8 metres) to ensure that as a result of leaving a slight space between the front of the vehicle and the garage door, the vehicle does not overhang the sidewalk.
- The increase minimum depth from 5.5 metres to 6.0 metres also ensures that vehicles would have a clear sightline when egressing the driveways.
- Makes more effective use of the boulevard on the side of the street with no sidewalk (with half a car length some residents try to park parallel to the road and damage the grass in the boulevard when maneuvering). Is preferable to have the vehicle park perpendicular to the roadway.

APPENDIX A
SURVEYS OF OTHER MUNICIPALITIES

PARKING QUESTIONNAIRE

TOWN OF WHITBY PARKING STUDY

1. Name of Municipality:

2. Contact information for person completing the questionnaire:

Name: _____

Phone No: _____

E-mail address: _____

3.(a) When were your zoning by-law parking standards last reviewed comprehensively? Please attach a copy of your zoning by-law standards with respect to parking, including the definitions section, noting the date of the by-law(s). If you have more than one by-law please note the differences (eg. if the by-laws apply to different parts of the municipality). Also, please note any exemptions that may apply (eg. if the downtown is exempt from parking requirements).

(b) Please provide any design standards if they are different from standards in your zoning by-law.

4.(a) Do you have any specific parking requirements or standards that have been problematic and in need of revision? _____ Yes _____ No

(b) If yes, please provide details.

5(a) Can the demand for parking in the case of single detached, semi-detached and townhouse units be generally accommodated through a combination of the garage and driveway, or do residents also park on the street? Please elaborate.

5.(b) What is your minimum setback requirement between the front of the garage and the street line for single-detached, semi-detached and street townhouse units?

(c) Have you found this to be adequate? Please elaborate.

6.(a) Do you have minimum dimensions and/or floor area requirements for attached garages?

_____ Yes _____No

(b) If yes, please specify and clarify if you permit stairs from a door access to project into a parking space.

(c) Have you found these to be adequate? Please elaborate.

7.(a) Is parking permitted in the public boulevard portion of the driveway?

_____ Yes _____ No

(b) If yes, under what circumstances? Please elaborate.

8.(a) Is the parking of recreational vehicles such as boats and motor homes permitted on residential lots?

_____ Yes _____ No

(b) If yes, please elaborate and attach any relevant definitions and relevant standards. For example, must the lot be of a minimum width? Must the parking be accommodated in the rear yard? Are there restrictions on the numbers? Are there restriction on the length of time recreational vehicles can be parked on the lot?

(c) Do you currently have any problems with the parking of recreational vehicles in residential areas?

_____ Yes _____ No

If yes, please elaborate on any changes that are being contemplated to address this.

9.(a) Is the parking of commercial vehicles currently permitted on residential lots?

_____ Yes _____ No

If yes, please attach a copy of your relevant by-law.

(b) How are commercial vehicles defined? Please attach the definition.

(c) If the parking of commercial vehicles is prohibited on residential properties are there any exemptions? (For example, if the commercial vehicle is also used as the primary passenger vehicle for the household is it exempt?)

(d) Where are residents directed to park their commercial vehicles?

10(a) Do you have a policy for cash-in-lieu of parking?

_____ Yes _____ No

If yes, please attach.

(b) How frequently has this policy been applied? Please specify.

11(a) Do you have stacking requirements for restaurants and other uses that permit drive-thru facilities?

_____ Yes _____ No

If yes please add a copy of the relevant standards (if not included in the zoning by-law standards).

(b) If yes, do you have minimum lot frontage/lot depths etc. for drive-thru facilities? Please elaborate and attach any requirements and design standards.

(c) Have you found these to be adequate?

12(a) What are your accessible (handicapped) parking standards? Are they considered to be a cumulative total? Please include a copy (if not already included in the material being provided).

13 (a) Do you allow parking in fire routes, or access to parking areas (eg. for visitors) from the fire route?

_____ Yes _____ No

(b) If yes under what conditions/minimum widths? Please elaborate.

14(a) Are accessory units such as basement apartments permitted?

_____ Yes _____ No

(b) If yes, what are the parking requirements related to these accessory units?

(c) Have these been found to be satisfactory, or is the parking demand spilling over onto the street? Please elaborate.

Thank you very much for your assistance. Please indicate if you would like a copy of the findings.

_____ Yes _____ No

APPENDIX B
RESIDENT INTERVIEWS – MAPS OF SURVEY AREAS

R6-DT-5

R2-DT

Burns St E

OS1-DT

829

914

916

911

915

919

1001

1003

1005

1007

St. Peter St

Orchard Ct

1002

1004

R3

Athol St

R2 (Single Family Detached Dwelling)

St. Lawrence St

C2-S

1103

1105

1107

1109

1106

1108

1110

1112

1114

1116

1118

1120

Green St

Clemence Ave

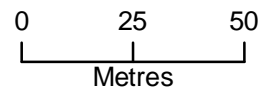
1200

1125

Date: April, 2008
UTM Zone 17 NAD83

The Corporation of The Town of Whitby
Planning Department
575 Rossland Road East
Whitby, Ontario
Canada L1N 2M8
Phone 905-430-4306 Fax 905-668-7812
www.whitby.ca

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OS

Kenilworth Cres

R2C*

R2B*

55 57 59 61 63 65 67 69 71 73 75 77 79 81 83 85 87 89 91

Semi-Detached Dwelling R3B*

R2C* Single Detached Dwelling

54
52 64 66 68 70 72 74 76 78 80 82 84 86 88 90 92 94
50
48
46 34 32 30 28 26 24 22 20 18 16 14 12 10 8 6 4 2
44

R2C*

A

Beaumaris Cres

45 43 41 39 37 35 33 31 29 27 25 23 21 19 17 15 11 9 7 5 3 1

R2C*

Blackfriar Ave

R2B* Single Detached Dwelling

Wilshire Dr

Thickson Rd N

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Wessex Dr

9 18
Metres

R4B*

R2C*

R2C*

R4

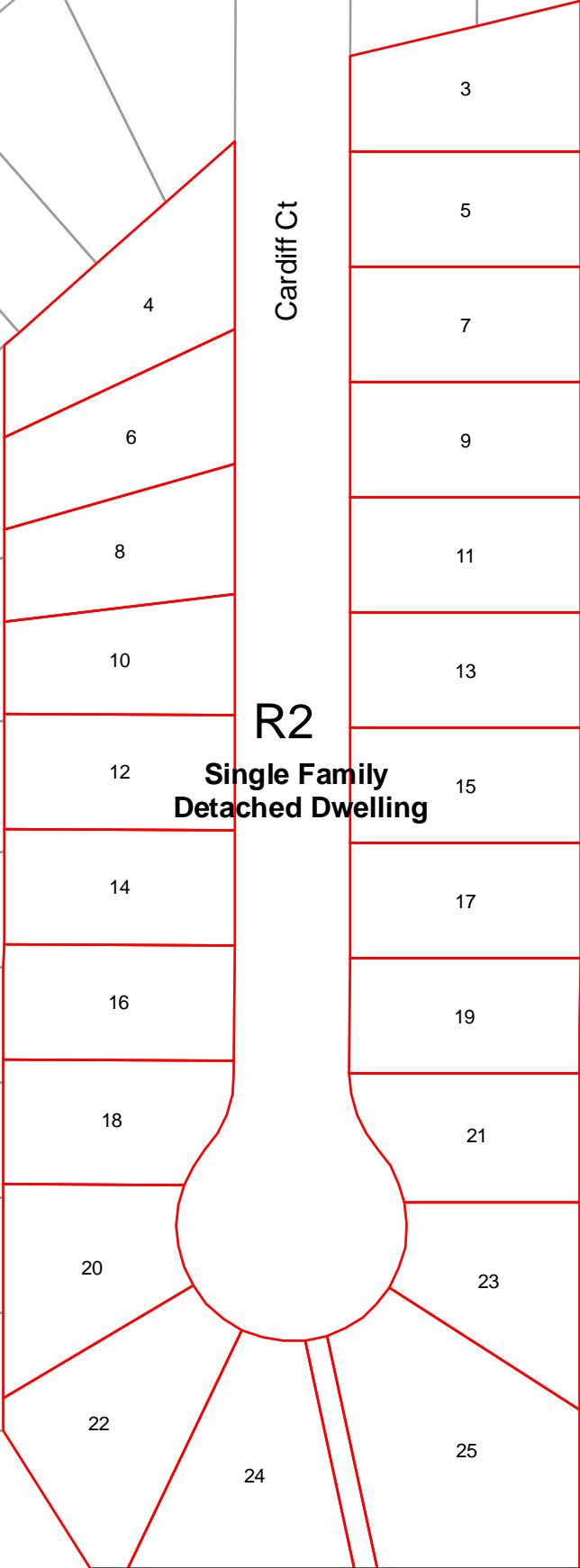
Michael Blvd

Cardiff Ct

Nordic Ct

R2

Single Family Detached Dwelling

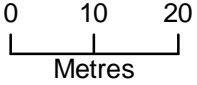


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OS



OS

CMU*-6

Street Townhouse Dwelling
R4B*

Timber Mill Ave

R3C*-1

2

4

6

8

10

12

14

16

18

20

22

24

26

28

30

32

34

36

38

40

42

44

Carrington Pl

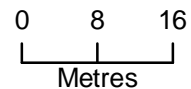
Common wall
Semi-Detached Dwelling
R3C*

Brock St N

R2B

R4B

Pinebrook Cres



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OS

32 34 36 38 40 42

30

28

26

24

22

20

18

16

14

12

10

8

6

4

33

37

39

41

43

25

23

21

19

17

15

11

9

7

5

3

I

Dawson St

R2

Single Family Detached Dwelling

Gerrie Ct

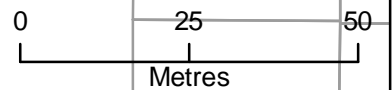
Carter Cres

Michael Blvd

Date: April, 2008
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OS

R2B*

Bianca Dr

R2A*

R2C*

Sandhill Ct

Fabrizio Ct

R2B*

Joshua Blvd

R2B*

Single Detached Dwelling

73

71

69

67

65

63

61

59

2

4

6

8

10

12

14

16

18

20

22

24

26

28

30

32

34

R2C*

Corianne Ave

R4B*

1

3

5

7

9

11

15

17

19

21

23

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27

29

31

33

35

37

39

41

43

45

47

49

Street Townhouse Dwelling

Date: April, 2006
UTM Zone 17 NAD83

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R3B*

OS

Hatch St

R2C*

0 10 20
Metres

1698

Watson St E

1627

R4¹⁶¹⁹

D(NR)

OS

1700

1701

1706

1703

1708

1705

1710

1707

1716

1709

1718

1711

Dufferin St

(Singles, Semi-Detached, Street Townhouses, Apartments)
R4C

1721

1722

R4

1723

D(NR)

(Singles, Semi-Detached, Street Townhouses, Apartments)
R4

1724

1733

R4

1751

Date: April, 2008
UTM Zone 17 NAD83

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1736

1761

1763

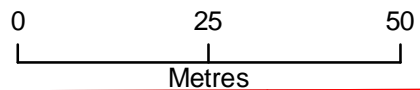
1765

1767

1769

Front St E

R4



F

1801

R3

Bond St

F

OS

Orvis St

Willow Park Dr

OS

40

36

32

26

22

18

14

10

6

2

Single Detached Dwelling

R2

Dymond Dr

41

37

35

31

27

23

21

17

13

9

7

3

Hazelwood Dr

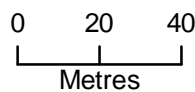
Parkview Blvd

Garrard Rd

Date: April, 2008
UTM Zone 17 NAD83

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1*

R2A

Baldwin St S

R2B*

Harrongate Pl

R3A*

59 61 63 65 67 69 71 73 75 77 79 81 83 85 87 89 91 93 95 97

R3A*/R3B*/R3C*/R4B* Link, Semi-Detached, Block Townhouse Dwelling

60 62 64 66 68 70 72 74 76 78 80 82 84 86 88 90 92 94 96

42 40 38 36 34 32 30 28 26 24 22 20 18 16 14 12 10 8 6 4 2

Street Townhouse Dwelling

R4B*

Haverhill Cres

45 43 41 39 37 35 33 31 29 27 25 23 21 19 17 15 11 9 7 5 3 1

Harrongate Pl

A

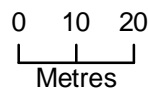
R3A*

CMU*-8

Date: April, 2008
UTM Zone 17 NAD83

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Planning Department
575 Rosland Road East
Whitby, Ontario
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Broadleaf Ave

D(NR)

OS

R4A

Nichol Ave

R3B

R3A Link Dwelling⁶

Kirby Cres

R3B

Janedale Cres

OS

R3B

R3A

R3B

R2A Single Detached Dwelling

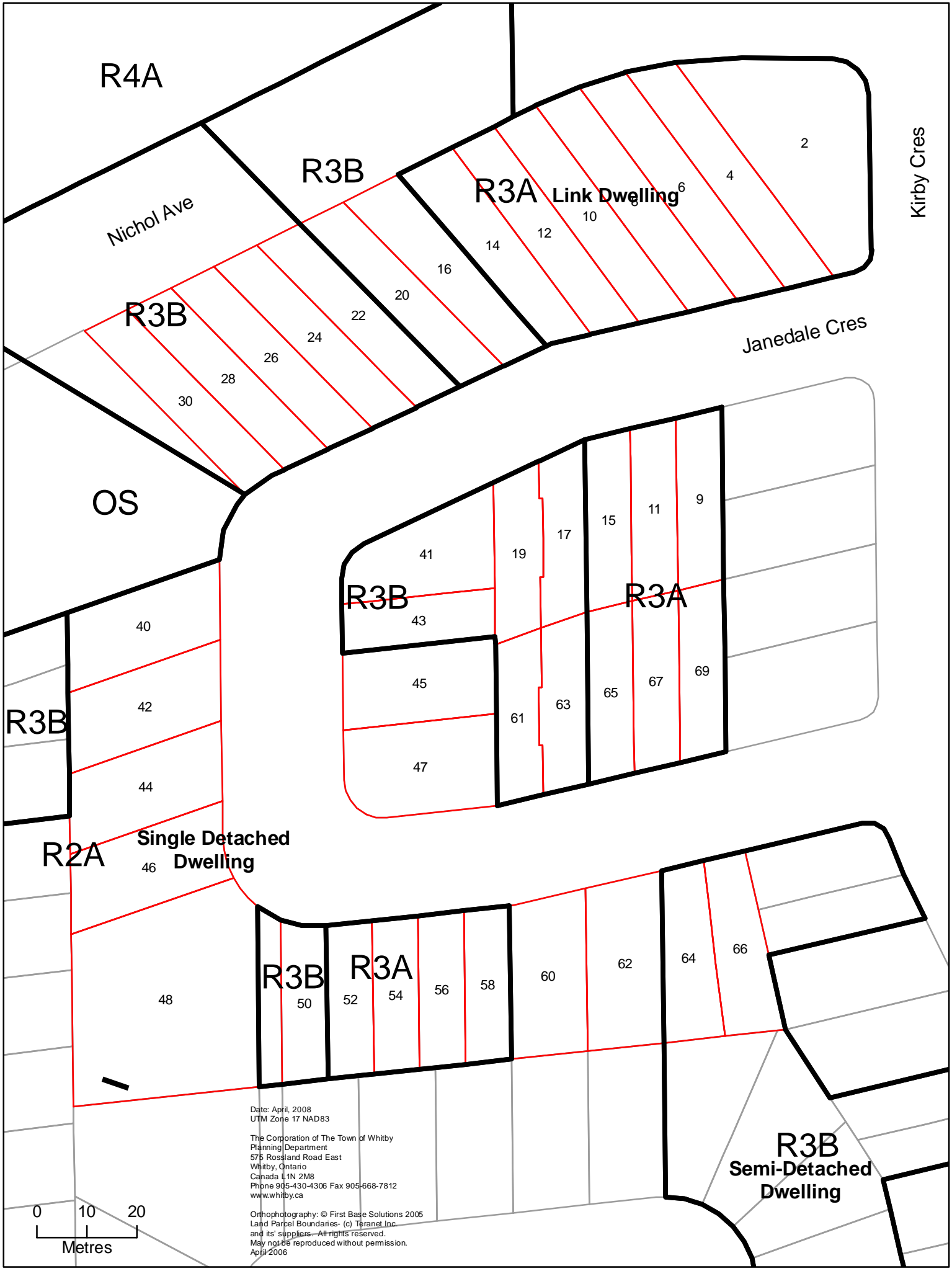
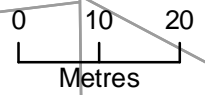
R3B

R3A

R3B Semi-Detached Dwelling

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Bonacord Ave

R2A

I/R2B

Single Detached Dwelling
R2A*

103

102

101

100

99

97

95

94

93

92

91

90

89

88

87

86

85

84

83

82

81

80

79

78

77

76

Kennett Dr

Gowan Dr

LaHaye Dr

R2A

I/R2A

R2A

Single Detached Dwelling

Roan Dr

73

66

71

64

69

62

67

60

65

58

63

56

61

59

Hodgson Dr

Rothean Dr

Ramsden Ct

48

46

44

55

42

53

40

51

38

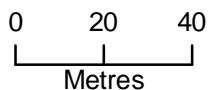
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G

I



Evensong Dr

H-R2B/R3B H-R2B/R3B-1

R2A Beech St E

R4B

Single Detached Dwelling

M1

Pheasant St

Garden St

1

3

5

7

9

11

15

17

19

21

23

25

27

29

31

33

35

37

39

41

43

45

47

49

Kilberry Dr

Kilberry Dr

Kilberry Dr

R2A

OS

OS

R2B

M1

Regency Cres

R2-DT

I2-DT

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0 20 40
Metres

R5-DT-2

G

C1

Block Townhouse Dwelling

R4A

G

2

Lick Pond Way

Lick Pond Way

R2A

Springwood St

R3B

R3A

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Nichol Ave

R3B

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R3B

OS

0 4 8
Metres

R2A

R3C*

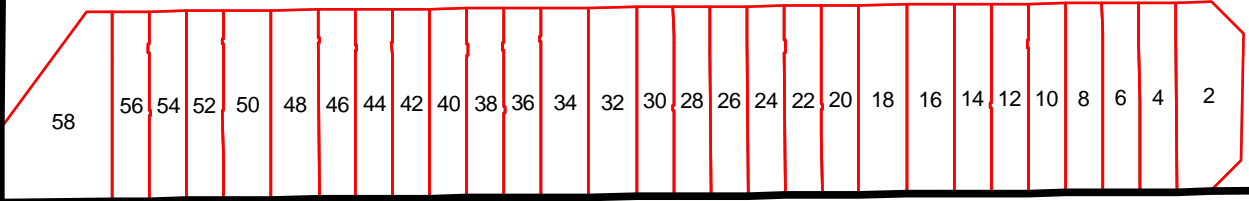
Longueuil Pl

R2C*

Vanier St

Kenneth Hobbs Ave

R4B*-3 Street Townhouse Dwelling



R4B*-4 Street Townhouse Dwelling MacMillan Ave

OS



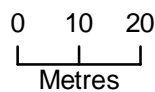
Barrister Ave

R2

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Evensong Dr

H-R2B/R3B H-R2B/R3B-1

R2A Beech St E

R4B

Single Detached Dwelling

M1

Pheasant St

Garden St

1

3

5

7

9

16

18

20

22

Kilberry Dr

Goldfinch St

11

15

17

19

21

23

25

27

29

31

33

35

37

39

41

43

45

47

49

Kilberry Dr

Kilberry Dr

R2A

OS

OS

R2B

M1

Regency Cres

R2-DT

I2-DT

Date: April, 2008
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0 20 40
Metres

R5-DT-2

Divine Dr

OS

R2C*

R2A*

Weldon St

R2B*

Eric Clarke Dr

45 43 41 47 49 51 53 55 57 59 61 63 65 67 69 71 73 75 77 79 81 83 85 87

R2C* Single Detached Dwelling

40 42 44 46 48 50 52 54 56 58 60 62 64 66 68 70 72 74 76 78

32 30 28 26 24 22 20 18 16 14 12 10 8 6

Single Detached Dwelling R2A*

Sandford Cres

MacCarl Cres

33 31 29 27 25 23 21 19 17 15 11 9 7 5 3 1

R2C

Donald Wilson St

R2A

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0 10 20
Metres

OS

Garrard Rd

R4A

R3C

C3-R

Whitby Shores Grnwly

R3A
(Link Dwelling)

R4B
(Street Townhouse)

R2C
(Single Detached Dwelling)

R3A
(Link Dwelling)

R2C
(Single Detached Dwelling)

R2B
Scadding Ave
(Single Detached Dwelling)

R5A-6

2

4

6

8

10

12

14

16

18

20

22

24

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28

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32

44

46

48

50

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65

67

69

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58

Bliss Ct

Steamer Dr

Tallships Dr

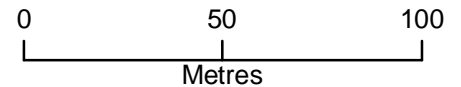
Topsail Ave

Whitby Shores Grnwly

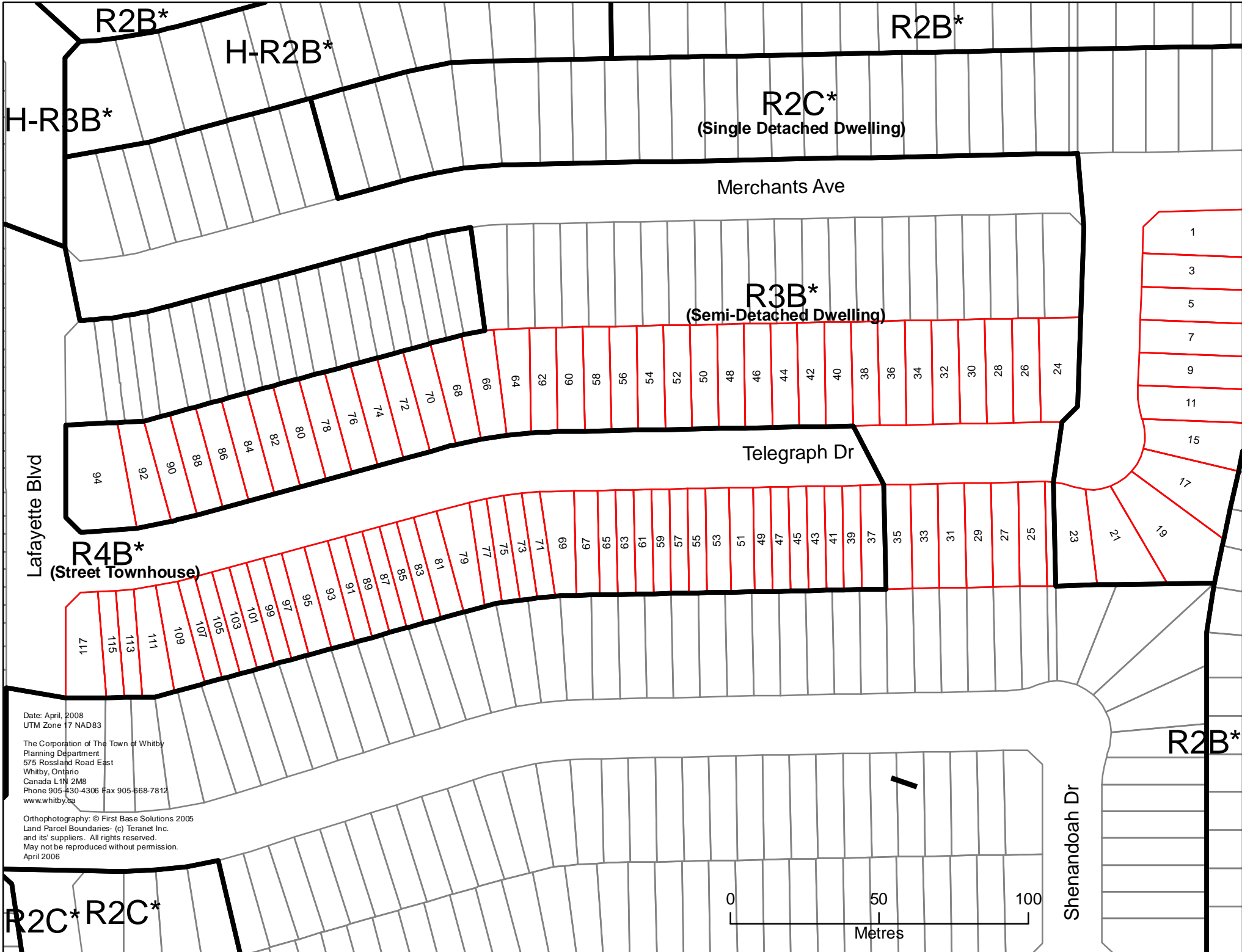
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OS 1



R2B*

H-R2B*

R2B*

H-R3B*

R2C*
(Single Detached Dwelling)

Merchants Ave

R3B*
(Semi-Detached Dwelling)

Telegraph Dr

Lafayette Blvd

R4B*
(Street Townhouse)

R2B*

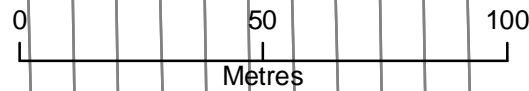
R2C* R2C*

Shenandoah Dr

Date: April, 2008
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A

Thickson Rd N

R2B*

R2B

Bach Ave

R4B

116

R5A

Apartment Dwelling House,
Senior Citizens Residence,
Block Townhousing

Private Rd

R4A

Waller St

Dryden Blvd

C1

R5A

I/R2A

Date: April, 2008
UTM Zone 17 NAD83

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April 2008

0 6 12
Metres

APPENDIX C
RESIDENT INTERVIEWS – 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.