

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. DS-2016-0089

FOR THE CONSIDERATION OF

COUNCIL

December 14, 2016

**SUBJECT: PROPOSED DRAFT ZONING BY-LAW AMENDMENT REGARDING
THE PRIVATE STORAGE OF LEISURE VEHICLES ON
RESIDENTIAL LOTS
FILE NO. 05.251**

1. RECOMMENDATIONS:

- 1. THAT Council receive Report DS-2016-0089 prepared by Michael Smith Planning Consultants; Development Coordinators Ltd. and the Planning Division, Development Services Department, dated December 14, 2016 respecting a proposed Zoning By-law Amendment regarding the Private Storage of Leisure Vehicles on Residential Lots.**
- 2. That Council direct staff to proceed with the formal process under the Planning Act to consider the proposed Zoning By-law Amendment included in Attachment 1 to Report DS-2016-0089.**
- 3. That a statutory public meeting under the Planning Act be held at a Special Council meeting on Monday, February 27, 2017, commencing at 7:00 p.m. at the ROC chalet facility.**

2. PURPOSE:

The purpose of this report is to:

- i) Apprise Council of the comments received from the Public Information Meeting (PIM) held on October 17, 2016;
- ii) Outline the proposed changes to the Preferred Option based on an assessment of all public and Town Department comments received to date; and,

- iii) Seek Council's approval to proceed with the formal process under the Planning Act to consider the proposed Zoning By-law Amendment, included as Attachment 1.

3. BACKGROUND:

3.1 Events Leading Up to Public Information Meeting (PIM)

Report No. PB-2015-0075 was presented to Council on October 28, 2015. In Section 3 Background of that report it states:

On August 12th, 2015, Council received a speakers' delegation and petition in favour of amending Zoning By-law No. 500, to allow the outdoor storage of boats/trailers/leisure vehicles in driveways in the front yards of lots in residentially zoned areas. Council then directed staff to "provide a report back with a preliminary report" on this issue (Resolution No.C-2015-0589)

The subsequent staff report addressed such matters as current zoning regulations, field research, enforcement, and municipal comparisons.

Council Resolution No. C-2015-0743, arising from the report, set forth three items:

1. *That Council receive Report No. PB-2015-0075 prepared by the Planning Division dated October 28, 2015, regarding the private storage /parking of Leisure Vehicles.*
2. *That Council request staff to further consider an amendment to the existing zoning regulations respecting the front yard driveway storage/parking of Leisure Vehicles to allow greater permissions or flexibility.*
3. *That Council request staff to prepare a report that provides an analysis of possible zoning strategies and options for Council's consideration.*

Further, the Manager of Municipal Law Enforcement /C.M.L.E.O. was requested to prepare a report specifically regarding a review of the complaint procedures relating to by-law infractions. The Manager of Municipal Law Enforcement's Report No. DAS-2016-0016 dated March 23, 2016 was approved by Council Resolution No. C-2016-0129.

Finally, Report No. PB-2015-0075 states on page 6 that:

Staff note that because Zoning By-law 500 does not address the storage/parking of Leisure Vehicles in a comprehensive manner with commercial motor vehicles, commercial trailers or school buses, the potential exists to combine the storage/parking of these types of vehicles with Leisure Vehicles on a single lot. Therefore, any future zoning approach should focus on all of these vehicles in an integrated manner.

Michael Smith Planning Consultants; Development Coordinators Ltd. (MSPCDC) was retained in May 2016 by the Town to assist with the preparation of this next report requested by Council.

On August 10, 2016, a joint report of the Town Planning Division and Michael Smith Planning Consultants, Report DS-2016-0061 was presented to Council.

Report DS-2016-0061 provided additional background research along with 16 options. Through an assessment of these options, a preferred option was recommended that contained two parts (See Attachment 2).

- Part 1 addressed larger properties of 4 000 m² (1 acre) and greater, and
- Part 2 addressed smaller properties of less than 4 000 m² (1 acre) and was further divided into two sub-parts

The fundamental principles used in the determination of the Preferred Option included:

- a) ***Required parking spaces for private motor vehicles must be maintained, except in cases where seasonal Leisure Vehicle storage is permitted.*** The zoning by-law requires that a single family dwelling must have three required parking spaces two of which may be in a front yard driveway and one of which is located in a garage.
- b) ***Any Leisure Vehicle Storage must be on the hard surface of a driveway and not on the landscaped portion of the front or exterior side yard.*** The Town will not consider the parking of Leisure Vehicles on the landscaped front yards for reasons of urban design (street view aesthetics) and property standards (ruts in lawns caused by storage).
- c) ***There are limitations on driveway widths, and restrictions on the use of extended driveways which branch off the main driveway.*** For example, in a "R1" or "R2" zone the maximum width of a driveway is 55% of the lot frontage. In the Residential (R), and Rural (RU) zones the maximum driveway width is 9 metres. Further, a branch off the main driveway cannot

occur until beyond the minimum front yard requirement in the respective residential zone.

- d) **No storage on lots less than 270 m² (2,900 ft²).** We believe it is not possible to store a Leisure Vehicle in a driveway on these smaller lots without obstructing a required parking space.
- e) **No storage on lots containing semi-detached or multi-unit housing such tri-plexes, four-plexes and townhouses.** Again, the lots for these residential units will generally be too small to accommodate a Leisure Vehicle in a driveway within the required yard without obstructing a required parking space.
- f) **No parking on municipal road boulevards.** For reasons of maintaining sight lines, providing for snow storage, and general safety, there is to be no storage of Leisure Vehicles on the portion of the driveway within the municipal road boulevard.

Council adopted Resolution No. C-2016-0427 which provided:

1. That Council receive Report DS-2016-0061 prepared by Michael Smith Planning Consultants; Development Coordinators Ltd. and the Planning Division dated August 10, 2016, regarding options to amend the zoning regulations regarding private open storage of leisure vehicles.
2. That staff be directed to prepare a draft Zoning By-law Amendment based on the Two-Part Option set out in Table 6 of Report No. DS-2016-0061 and that staff be directed to hold a public information session and to report back to Council with a draft zoning amendment by-law at a public meeting pursuant to the Planning Act.

3.2 Public Information Meeting

An evening Public Information Meeting (PIM) was held on Monday, October 17, 2016 at the LINK community facility in Sutton. The PIM included (i) a formal presentation session by staff/consultant following which members of the public offered their comments on the proposed options; and, (ii) an informal component, before and after the formal presentation, where the public could view information display boards and handout material and discuss matters with staff/consultant.

Information Technology (IT) staff assisted the public by producing aerial photographs of individual properties and inserting dimensions from the property lines to allow land owners to better understand the implications of the Preferred

Option. Further, a questionnaire (See Attachment 3) was provided for the public to express their views on the proposed options and to offer alternative measures.

Approximately 70 members of the public attended the PIM. Some preferred one on one discussions with the staff/consultant, while about 10 persons spoke during the formal presentation session. The speakers' comments were noted on a flip chart for the record. At time of writing of this report, 7 persons had completed the questionnaire and another 6 had forwarded correspondence either before or after the PIM.

There were persons in support of the Preferred Option; those who were generally in support but wanted modifications to the Preferred Option; and, those in opposition to the Preferred Option. Of those opposing the Preferred Option, the positions were diametrically opposite: some did not support allowing any Leisure Vehicles in front yard driveways and others thought any regulation of Leisure Vehicles was overly regulatory and unnecessary.

Many persons explained that they had no knowledge, prior to the notice of the PIM, that the Zoning By-law did not permit the storage of Leisure Vehicles in a front yard or more particularly a front yard driveway. Others were unaware that the municipal boulevard (the land between the travelled road and the front lot line) was not part of their property or that there were regulations governing the parking of motor vehicles on boulevards. Several persons raised concerns about enforcement of by-law provisions on an arbitrary complaint basis, though often they did not support the alternative of pro-active enforcement.

A common refrain was that Georgina is a lakeside community and Leisure Vehicle storage in front yard driveways is or should be part of the lakeside lifestyle. Some acknowledged that it was changing from a cottage/recreational community to a more urban environment, but as one resident suggested *"it's important that we do not lose sight of our roots"*.

On the whole, the meeting was well attended and informative with a good exchange of ideas and opinions.

4. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

There is no public notice required for this report.

Subject to Council adopting the recommendations of this report, written notification of the statutory public meeting would be given as prescribed under the Planning Act (i.e. newspaper notification) along with posting notification of the meeting on the Town's website. Furthermore written notification will be provided to those persons who signed in at the October 17, 2016 meeting, as well as those other

persons who submitted a questionnaire or previously submitted written comments and left their contact information.

5. ANALYSIS:

5.1 Public Comments and Town Department Comments

Following the PIM, the Town staff/consultant met to review the comments/submissions received and to discuss the merits of revising the Preferred Option. The two opposite positions: (i) *that there be no change to the existing provisions of the Zoning By-law to permit Leisure Vehicles*; and, (ii) *that no regulation of Leisure Vehicles is necessary*, were not considered options since these had been presented as two of the 16 options in Report DS-2016-0061 and were dismissed because Council did not want to remove all regulatory controls on Leisure Vehicles in residential areas, nor did it want to be over regulatory. In this regard, Council's direction as set forth in Council Resolution No. C-2015-0743 stated:

That Council request staff to further consider an amendment to the existing zoning regulations respecting the front yard driveway storage/parking of Leisure Vehicles to allow greater permissions or flexibility.

Therefore, the staff/consultant proceeded to consider the merits of revising the Preferred Option based on public input from those that generally supported the Preferred Option with some modifications. Tables 1 and 2 (See Attachment 4A and 4B) provide a summary of the responses to the questions raised in the Questionnaire, as well as comments provided through email correspondence.

The public's suggestions on how to modify the Preferred Option are summarized below in bold italics, followed by staff/consultant responses:

a) Allow storage of Leisure Vehicles within the minimum front yard setback on a permanent basis rather than on a seasonal basis;

The intent of the Preferred Option was to provide greater permissions or flexibility in the storage of Leisure Vehicles in front yard driveways. After careful consideration it was determined that the permanent storage of Leisure Vehicles in a residential driveway within the minimum front yard would not be desirable from an aesthetic point of view and would potentially lead to greater conflicts with neighbours. Further, it would result in at least one required parking space being removed on a permanent basis.

No further action proposed.

b) Allow storage of Leisure Vehicles, either in whole or in part in the municipal boulevard;

The Director of Engineering and Operations was consulted prior to the finalization of the Preferred Option. Subsequently, in response to the public's suggestion, he has provided a written response in which he indicates, for reasons set forth therein, that he does not support the parking of Leisure Vehicles in a municipal boulevard (See Attachment 5).

c) Allow greater lengths and heights of Leisure Vehicles on properties less than 4 000 m²;

The purpose in using the lot size parameters was that it was thought to fairly represent the difference between larger rural lots and smaller urban lots. However, it has been pointed out that:

- (1) while there are few urban lots that are greater than 4 000 m², there are what might be described as "semi-rural" lots which are smaller than 4 000 m². These lots are typically zoned Residential but are located in hamlet areas or lakeshore areas outside of the urban settlements of Keswick and Sutton. Further, these lots may have driveways of depths greater than the minimum required front yard.
- (2) some lots within the urban areas have longer driveways and may have driveways of depths greater than the minimum required front yard.

The intention of the Preferred Option is to permit some flexibility, while maintaining the fundamental principles noted earlier in Section 3.1. It is our opinion that the limitations on the number and size of Leisure Vehicles based on lot size as proposed, rather than solely driveway length, is desirable and appropriate.

In both the examples noted above, we do not think it is appropriate to allow greater Leisure Vehicle length and/or height. To do so on smaller lots (i.e. those under 4 000 m²) would increase the potential for impact on neighbouring properties. By comparison, the Zoning By-law does not allow tow trucks or tractor trailer cabs in residential driveways. Attachment 6 provides information related to the length and height of a typical motor home, fifth wheel, travel trailers and pop-up campers.

Based on the Leisure Vehicle sizes indicated in Attachment 6, we propose to increase the length of a Leisure Vehicle in a Rural Zone on a lot 4 000 m² or greater from 12 metres to 13 metres.

However, we defer to Council as to the whether it wants to provide for an exception to the Preferred Option, to permit increased height and length of Leisure Vehicles in a residential driveway based on driveway length for lots less than 4 000 m².

d) *Reduce the interior side yard setback from 1.5 metres to nil;*

A setback is required to address such matters as spatial separation from a neighbouring property and for storm drainage purposes (i.e. a swale). Town staff point out that in the 'R1' zone a setback of 1.2 metres is required for an accessory building or structure.

It is proposed that the 1.5 metre setback be reduced to 1.2 metre setback.

e) *Allow for seasonal storage of wintertime Leisure Vehicles (i.e. snowmobiles);*

Seasonal storage provisions in the Preferred Option are based on the fact that the residential driveway cannot accommodate more than two parking spaces and that to allow for a Leisure Vehicle to be stored in a front yard driveway would remove one required parking space. Seasonal storage for summer Leisure Vehicles is proposed from April 1 to October 31 in the same calendar year. A similar provision for winter Leisure Vehicle storage from November 1 would appear to fit the direction given by Council and to be reasonable.

It is proposed that winter storage of snowmobiles or similar winter-type Leisure Vehicles be permitted in a residential front yard driveway from November 1 to March 31 in consecutive calendar years.

f) *Allow temporary permissions of up to 7 days, twice annually;*

The temporary storage of a Leisure Vehicle in a front yard driveway is proposed to allow those persons, whose Leisure Vehicles exceed the size standards, set forth in the Preferred Option, to obtain a temporary permit. The public seeking this provision have indicated that they like to pick up their motor home from an off-site storage facility on the weekend before they leave on holidays and get the motor home ready over the week period.

It was suggested in the August 2016 planning report that increments of 24, 48, 72, or 96 hours per month could be considered. However, a 168 hour (7 day) permit is excessive in our opinion.

It is proposed that a maximum 96 hour per month temporary permit period be approved which could be taken out based on variations of the 24 hour increment.

- g) Allow temporary structures to enclose Leisure Vehicles which would be permissible on a permanent basis within a front yard driveway;***

An accessory structure, which is a detached structure, subordinate to the main residential use, is not permitted in a front yard, except in cases of through lots which front onto a public road at one end and Lake Simcoe the other end. Further, temporary structures are not desirable from an aesthetic point of view.

No change is recommended.

- h) If temporary structures are permitted as per f) above, that the maximum height be increased for the structure to accommodate the Leisure Vehicle;***

As per above, no change is recommended.

- i) If a temporary permitting system is used, that Council not charge a fee for temporary permits.***

The administrative details of a temporary permit system still need to be worked out and it is something that will be given further consideration and presented in the next report to Council. Similarly, the need for a fee has not been determined. However, it is recognized that having no fee or a nominal fee could encourage the use of the temporary permitting system by persons who might otherwise be discouraged due to costs.

- j) Do not count Leisure Vehicles stored in the back or on the roof of an operative motor vehicle where the required parking requirements are met;***

Since Leisure Vehicles stored in the back or on the roof of an operative motor vehicle do not take up a required parking space, this is a reasonable proposal subject to maintaining the height requirement.

The typical pick-up truck box has a depth of 1.7 metres (5' 7"), 1.9 metres (6' 4"), or 2.4 metres (8'). Boxes of this depth would accommodate one personal watercraft or snowmobile. The typical pick-up truck box would not be wide enough to allow two such Leisure Vehicles.

It is proposed that where a Leisure Vehicle is stored in the back or on the roof of an operative motor vehicle, excluding a trailer designed to carry such Leisure Vehicles, that such Leisure Vehicles are not to be counted when determining the maximum number of Leisure Vehicles permitted in a residential front yard driveway.

k) Regulate based on geographic area rather than by lot size;

The intent behind this suggestion appears to be similar to that used based on lot size in the Preferred Option. However, it is unclear as to how the geographic boundaries would be determined (i.e. on a community or neighbourhood basis, on a general or site specific amendment basis). We believe the lot size approach is more appropriate.

No change is recommended.

l) Hold a referendum on a neighbourhood by neighbourhood basis to determine how Leisure Vehicles storage should be addressed.

Subject to establishing a formula for determination of what constitutes a neighbourhood, giving each resident in a given neighbourhood the right to vote on whether or not to permit Leisure Vehicles in residential areas, subject to a menu of optional standards, would appear to be too complicated and costly. Further, it would likely result in varying standards, and therefore inconsistencies between neighbourhoods. Finally, it would suggest that Council is to be removed from the decision making process, which is not desirable when representing the interests of the whole community.

5.2 Recommended Changes to Preferred Option

The following revisions/clarifications to the Preferred Option are proposed:

1. That the maximum length of a Leisure Vehicle in a Rural (RU) Zone on a lot 4 000 m² or greater be increased from 12 metres to 13 metres.
2. That the setback to an interior property line on a lot less than 4 000 m² be reduced from 1.5 metres to 1.2 metres.
3. That snowmobiles be permitted to be stored in a front yard residential driveway on a seasonal basis from November 1 in one calendar year to March 1 in the next calendar year.
4. That the maximum time allowed pursuant to a temporary permit be 96 hours per month, which permit may be issued in increments of 24 hours.
5. That where a Leisure Vehicles (i.e. a personal water craft or snowmobile) are stored in the back of a licenced personal vehicle (i.e. a pick-up truck) or

on the roof of a motor vehicle i.e. paddleboard, canoe, kayak, that such Leisure Vehicles shall not be included in the number of maximum Leisure Vehicles permitted in a front yard driveway.

Attachment 7 is a variation on Attachment 2 which summarizes the Preferred Option, but with the recommended changes in red.

5.3 Proposed Draft Zoning By-law Amendment

Attachment 1 is a proposed Zoning By-law amendment for Council's consideration. This amending By-law addresses the changes proposed to Zoning By-law No. 500 as set forth in Report DS-2016-0061, together with the changes suggested above in Section 5.2. This amendment further proposes to reorganize sections of Zoning By-law to bring Leisure Vehicles under one section for the readers' convenience and to address other inconsistencies in the Zoning By-law related to Leisure Vehicle storage.

5.4 Next Steps

As noted in Section 1, it is recommended that Council direct staff to proceed with the formal process under the Planning Act to consider the proposed Zoning By-law amendment included as Attachment 1 to this report.

It is proposed that a Special Council meeting, dedicated to holding a public meeting to consider the proposed Zoning By-law Amendment be held on February 27, 2017 commencing at 7:00 pm at the ROC chalet facility. It is intended that this meeting will not include a staff recommendation to Council, but rather it serve to allow members of the public to comment on the proposed amending Zoning By-law.

Following the February 27, 2017 public meeting, staff and the Town's consultant will review the feedback received and assess whether further changes to the proposed Zoning By-law amendment is warranted. Once this has been done, a recommendation report will be prepared and considered at a second public meeting, likely to be scheduled for some time in late March or early April, 2017.

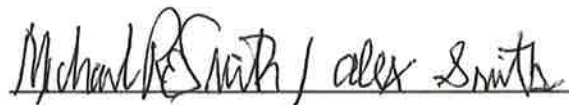
In the meantime, staff will continue to receive and review public submissions on the subject.

6. CONCLUSION:

Beginning in 1977, the Town's Zoning By-law has prohibited the storage of Leisure Vehicles in the front yard of residential lots. Several members of the public have approached Council stating that they would like to see the Zoning By-law changed in this regard. In 2015, Council initiated a planning process to get the measure of the public's opinion towards the storage of Leisure Vehicles in front yard residential driveways, with a view towards striking a balance between the needs/preferences of the individual and those of the public at large.

This report summarizes the results of the Public Information Meeting held on October 17, 2016 and follow-up correspondence from the public in response to the Preferred Option set forth in Report DS-2016-0061. Drawing upon the public and staff input, this report further sets forth a proposed Zoning By-law amendment for Council's consideration.

Prepared by:



Michael Smith Planning Consultants;
Development Coordinators Ltd.

Approved by:



Winanne Grant, B.A., AMCT, CEMC
Chief Administrative Officer

Recommended by:



Harold Lenters, M.Sc.Pl., MCIP, RPP
Director of Development Services

Attachment 1 – Proposed Zoning By-law Amendment

Attachment 2 – Preferred Option Summary

Attachment 3 – Questionnaire

Attachment 4A – Table 1

Attachment 4B – Table 2

Attachment 5 – Director of Operations and Infrastructure written response

Attachment 6 – Leisure Vehicle sizes

Attachment 7 – Preferred Option Summary (revised)

**THE CORPORATION OF THE TOWN OF GEORGINA
IN THE
REGIONAL MUNICIPALITY OF YORK
BY-LAW NUMBER 500-2017-XXXX**

**A BY-LAW TO AMEND BY-LAW NUMBER 500, BEING A BY-LAW TO REGULATE
THE USE OF LANDS AND THE CHARACTER, LOCATION AND USE OF BUILDINGS
AND STRUCTURES WITHIN THE TOWN OF GEORGINA.**

Pursuant to Section 34 of the Planning Act, R.S.O., 1990, the Council of the Town of Georgina **ENACTS AS FOLLOWS:**

Current Zoning By-law Definition of “Carport”

2.37 CARPORT: means a building or structure attached to a residential building in which at least forty percent (40%) of the perimeter walls are open and unobstructed by any wall or door and which may be used for the parking or storage of a private automobile and wherein neither servicing nor repairing of motor vehicles is carried on for remuneration. For purposes of this by-law perimeter includes the wall of the building to which the car port is attached and forms part of the carport enclosure.

1. That Section 2.37 **CARPORT** of Zoning By-law No. 500, as amended, is hereby further amended by adding the following: “Notwithstanding the above, a leisure vehicle and equipment accessory thereto may be stored in a carport, provided at least one parking space for a private motor vehicle is maintained within the carport.”

Current Zoning By-law Definition of “Garage, Residential”

2.89 GARAGE, RESIDENTIAL: means an accessory building other than a carport or accessory use within the main building, which may be used for the storage of passenger motor vehicles and wherein neither servicing nor repair of motor vehicles is carried on for remuneration.

2. That Section 2.89 **GARAGE, RESIDENTIAL** of Zoning By-law No. 500 as amended is hereby further amended by adding the following:

“Notwithstanding the above, a leisure vehicle and equipment accessory thereto may be stored in a residential garage, provided at least one parking space for a private motor vehicle is maintained within the residential garage.”

Current Zoning By-law Definition of “Leisure Vehicle”

2.110 LEISURE VEHICLE: means a snowmobile, all-terrain vehicles, motor cycles, boats, recreational vehicles, and other similar vehicles

3. That Section 2.110 **LEISURE VEHICLE** in Zoning By-law No. 500 is hereby further amended by deleting it in its entirety and replacing it with the following:

“Leisure Vehicle: means:

- 1) A vehicle designed to be towed or propelled by a motor or which is self-propelled, and includes such vehicles commonly known as travel trailers, camper trailers, truck campers, motor homes, or other similar travel vehicles which provide sleeping and other facilities for persons while travelling or vacationing but does not include a mobile home;

- 2) boats, personal watercraft, snowmobiles, all-terrain vehicles and other similar vehicles used for recreational purposes; and,
- 3) a trailer designed or used for the purposes of carrying a leisure vehicle(s).

Current Zoning By-law Definition of “Parking Area”

2.142 PARKING AREA: means an area or structure provided for the parking of motor vehicles and includes any related aisles, parking spaces, ingress and egress driveways within the lot.

4. That Section 2.142 **PARKING AREA** in Zoning By-law No. 500 is hereby further amended by adding the following:

“A parking area for private residential parking may also be used for the storage of a leisure vehicle as set forth in Section 5.27. However, the storage of a leisure vehicle(s), in a front or exterior side yard, shall only be permitted in a parking area consisting of a hard-surfaced driveway (gravel, paved, concrete, interlock or similar hard surface).

Current Zoning By-law Provision for “Boat Storage”

5.3 BOAT STORAGE: In any residential zone, no person shall store any boat in any yard except that one such boat may be stored in an interior side yard or rear yard provided that said boat shall not exceed 8 metres in length. Further, any boat exceeding 2.5 metres in height, including trailer, must be positioned to comply with the minimum yard requirements for the appropriate zone.

5. That Section 5.3 BOAT STORAGE is hereby deleted in its entirety.

Current Zoning By-law Provisions for “Outdoor Storage –Residential”

5.27 OUTDOOR STORAGE – RESIDENTIAL

In a Transitional or Rural Zone where a lot is less than 0.4 ha in size or in a Residential zone the outdoor storage of leisure vehicles accessory to a residential use, shall be restricted to the rear yard or interior side yard, and the total number of such items that may be stored on a lot at any time shall be restricted to three.

In a Transitional or Rural Zone where a lot is greater than 0.4 ha in size the total number of leisure vehicles stored on a lot at any time shall not exceed six.

Further, a leisure vehicle exceeding 2.5 metres in height must comply with the minimum accessory structure setback for the appropriate zone.

Notwithstanding the above and any other provisions of this by-law, the storage or parking of a motor vehicle, boat or recreational vehicle on any lot in a Residential Zone on which a main building has not been erected shall not be permitted unless:

- a) The storage or parking takes place on the rear half of the lot, and
- b) The lot is owned by the owner of the adjacent lot on which a principal residence is erected, provided the storage use of the vacant lot ceases at such time as the said adjacent lot is conveyed to a new owner who does not own an interest in both lots.

6. That Section 5.27 **OUTDOOR STORAGE - RESIDENTIAL** is deleted in its entirety and replaced with the following:

“5.27 OUTDOOR STORAGE OF LEISURE VEHICLES ON LANDS ZONED TO PERMIT A SINGLE FAMILY DWELLING

- a) Lots Equal to or Greater Than 4 000 m²:
 - (i) The outdoor storage of a maximum of six leisure vehicles is permitted, two of which may be located on a parking area in a front yard driveway or exterior side yard driveway and setback a minimum of 8 metres from a front lot line or exterior side lot line. The minimum setback to an interior property line shall be 1.5 metres.

- (ii) The maximum height limit of a leisure vehicle from the ground upon which it is stored to the top most feature of the leisure vehicle shall be 4.5 metres. The maximum length of a leisure vehicle or a leisure vehicle stored on or in a trailer shall be 13 metres.
- (iii) Where a leisure vehicle is located on a parking area within a front yard or exterior side yard such leisure vehicle storage shall ensure that a minimum of 3 required parking spaces are unobstructed so as to ensure ingress and egress of motor vehicles to the property.
- (iv) Notwithstanding a) iii) above, where a leisure vehicle is stored either in the rear portion, or on the roof, of a motor vehicle, such storage shall not be deemed to obstruct the required parking spaces. In such cases, provided the height of the leisure vehicle, including the height of the portion of the motor vehicle upon which it is stored, does not exceed the height limit in a) ii) above, the leisure vehicle(s) shall not be counted as a leisure vehicle for purposes of a) (i) above.
- (v) Notwithstanding a (i) above, a leisure vehicle may be stored on a parking area in the front or exterior side yard within the required minimum setback of 8 metres from a front lot line or exterior side lot line only on a seasonal basis from April 1 to October 31 in the same calendar year. At no time shall the leisure vehicle be permitted to be stored either in whole or in part on a municipal road allowance, including the boulevard. A boulevard is that portion of a road allowance between the travelled portion of the road allowance and a front or exterior side lot line.
- (vi) Notwithstanding a (i) and a (v) above, a snowmobile or similar winter leisure vehicle may be stored on a parking area in a front or exterior side yard within the required minimum setback of 8 metres from a front lot line or exterior side lot line only on a seasonal basis only between November 1 in one calendar year to March 31 in the following calendar year. At no time shall the leisure vehicle be permitted to be stored either in whole or in part on a municipal road allowance, including the boulevard. A boulevard is that portion of a road allowance between the travelled portion of the road allowance and a front or exterior side lot line.

b) Lots Less Than 4 000 m²:

- (i) The outdoor storage of a maximum of three leisure vehicles is permitted, two of which may be located on a parking area in a

front yard driveway or exterior side yard driveway and setback a minimum of 6 metres from a front lot line or exterior side lot line. The minimum setback to an interior property line shall be 1.2 metres.

- (ii) The maximum height limit of a leisure vehicle from the ground upon which it is stored to the top most feature of the leisure vehicle shall be 3.0 metres. The maximum length of a leisure vehicle or a leisure vehicle stored on or in a trailer shall be 9 metres. On a property which is 270 m² to less than 450 m² the maximum length of leisure vehicle, including trailer designed or used for the carrying of leisure vehicles shall be 7 metres.
- (iii) Where a leisure vehicle is located on a parking area within a front yard or exterior side yard such leisure vehicle storage shall ensure that a minimum of 3 required parking spaces are unobstructed so as to ensure ingress and egress of motor vehicles to the property.
- (iv) Notwithstanding b) iii) above, where a leisure vehicle is stored either in the rear portion, or on the roof, of a motor vehicle, such storage shall not be deemed to obstruct the required parking spaces. In such cases, provided the height of the leisure vehicle, including the height of the portion of the motor vehicle upon which it is stored, does not exceed the height limit in b) ii) above, the leisure vehicle(s) shall not be counted as a leisure vehicle for purposes of b) (i) above.
- (v) Notwithstanding b) (i) above, a leisure vehicle may be stored on a parking area in a front yard or exterior side yard within the required minimum setback of 6 metres from a front lot line or exterior side lot line only on a seasonal basis from April 1 to October 31 in the same calendar year. At no time shall the leisure vehicle be permitted to be stored either in whole or in part on a municipal road allowance, including the boulevard. A boulevard is that portion of a road allowance between the travelled portion of the road allowance road and a front or exterior side lot line.
- (vi) Notwithstanding b) (i) and b) (iv) above, a snowmobile or similar winter leisure vehicle may be stored on a parking area in the front yard or exterior side yard within the required minimum setback of 6 metres from a front lot line or exterior side lot line only on a seasonal basis between November 1 in one calendar year to March 31 in the following calendar year.

c) Additional Provisions:

For purposes of a) and b) above:

- (i) Where two or more leisure vehicles are stored on or in a single trailer, capable of carrying one or more leisure vehicles, the leisure vehicles, including the trailer shall count as one leisure vehicle;
- (ii) Where permission to store a leisure vehicle is on a seasonal basis, the number of required parking spaces that cannot obstruct motor vehicles shall be reduced from 3 to 2; and the maximum height limit of a leisure vehicle from the ground upon which it is stored to the top most feature of the leisure vehicle shall be 2.5 metres.
- (iii) Where the provisions noted cannot be met, excluding the number of leisure vehicles permitted to be stored in a front or exterior side yard driveway, then a temporary permit for leisure vehicle storage must be obtained from the Town prior to the leisure vehicle being stored on a property. The temporary permit shall set forth the duration and terms under which the leisure vehicle may be stored, but in no case shall the duration of the temporary storage exceed 96 hours in a one month period."

Current Zoning By-law Provision for "Number of Parking Spaces (Minimum) – Residential Uses – Single Family Dwelling"

5.28 (b) – PARKING AREA REGULATIONS – three per unit, two of which may be in a driveway private to the unit and in the front yard.

6. That Section 5.28 (b) **NUMBER OF PARKING SPACES (MINIMUM), RESIDENTIAL USES** of Zoning By-law No. 500 as amended is hereby further amended by adding at the end thereof the following:

"Notwithstanding the above, where a leisure vehicle is stored on a parking area in a front yard or exterior side yard on a seasonal basis as set forth in Section 5.27 a) (v) or (vi) or b) (v) or (vi) , the required number of parking spaces for a single family dwelling, for the period in which the leisure vehicle storage is

permitted, shall be reduced from 3 spaces to 2 spaces for the duration of the specified seasonal period only.”

Current Zoning By-law Provision for “Use of Parking Area”

5.28 (f) -...Further, no person shall use a parking area in a Residential zone to park any tow truck (as defined herein), commercial motor vehicle or commercial trailer (as defined in the Highway Traffic Act), with the exception of the following:

- (i) commercial motor vehicles or commercial trailers having a maximum length of 7 metres, a maximum width of 2.5 metres and a maximum height of 2.2 metres; and,
- (ii) one school bus per residential lot, provided the lot contains a dwelling...

7. That Section 5.28 (f) **USE OF PARKING AREAS** of Zoning By-law No. 500 as amended is hereby further amended by deleting clauses (i) and (ii) and inserting in lieu thereof the following:

- “(i) commercial motor vehicles or commercial trailers having a maximum length of 7 metres, a maximum width of 2.5 metres, and a maximum height of 2.5 metres;
- (iii) one school bus per residential lot provided the lot contains a dwelling; and,
- (iii) the storage of leisure vehicles on a parking area in a front yard driveway or exterior side yard driveway as set forth in Section 5.27.”

This by-law shall be signed by the Mayor and Clerk, affixed with the seal of the Corporation and engrossed in the By-law book.

READ and ENACTED this _____ day of _____, 2017

Mayor, Margaret Quirk

Town Clerk, John Espinosa

Preferred Option Summary

Provision	Part 1 4 000 m ² and Greater	Part 2 (a) 450 m ² to less than 4 000	Part 2 (b) 270 m ² to less than 450 m ²
Number of Leisure Vehicles in All Yards (Max)	6	3	2
Number of Leisure Vehicles in Front Yard Driveway (Max)	2	1	1
Leisure Vehicle Height (Max)	4.5m	3.0m	3.0m
Leisure Vehicle Length (Max)	12.0m	9.0m	7.0m
Setback (From Front Lot Line)	8.0m	6.0m	6.0m
Setback (From Side Lot Line)	1.5m	1.5m	1.5m

Conditions

- 1) For Leisure Vehicle storage, if exceeding height or length restrictions, permission shall be on a temporary permit basis.
- 2) Where two Leisure Vehicles are stored on a single trailer, the two Leisure Vehicles and trailer are collectively considered one Leisure Vehicle.
- 3) Would not be permitted within municipal road allowance.
- 4) For Leisure Vehicle storage within the respective setback from the front lot line, permission shall be on a seasonal basis (i.e. April 1 to October 31) and shall have a height limit of 2.5 metres, including trailer. Further, such seasonal Leisure Vehicle storage shall ensure that 2 required parking spaces are unobstructed.



GEORGINA

STORAGE OF LEISURE VEHICLES STUDY

QUESTIONNAIRE

The Town is seeking the public's input on proposed changes to the Zoning By-law that would allow for the storage of Leisure Vehicles on a driveway within the front-yard of a residential property. The proposed approach is summarized in an excerpt attached at the end of this Questionnaire.

(Please Print)

Name: _____

Address: _____

Date Submitted: _____

Signature: _____

1. Do you support the Town's proposed approach to allowing the Storage of Leisure Vehicles within front-yard driveways?

☐ YES

☐ IN PART

☐ NO

2. If you answered “**Yes**” to Q. 1, are there any additional changes you would suggest to make the approach even better?

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

3. If you answered “**In Part**” to Q. 1, which part(s) do you support and which part(s) do you not support? Please explain below.

[illegible]

4. If you answered “No” to Q. 1, is this because you do not support the storage of Leisure Vehicles in the front yard of any property under any circumstances, or is the proposed approach way off the mark? (i.e. either too restrictive or too permissive or for another reason.)

[illegible]

5. Please provide any additional comments below:

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Thank you for taking the time to provide us with your responses and comments.

Sincerely,

Harold W. Lenters, M.Sc.Pl., M.C.I.P., R.P.P.
Director of Development Services

Table 1
Summary of Resident Responses to Leisure Vehicle Preferred Options
Questionnaire

Number of Question- naire Responses	Question #1: Do you support the Town’s proposed approach to allow the Storage of Leisure Vehicles within front-yard driveways?			Question #2: If you answered “Yes” to Q.1 are there any additional changes you would suggest to make the approach even better?		Question #3: If you answered in “In Part” to Q.1 which part(s) do you support and which part(s) do you not support? Please explain below.								Question #4: If you answered “No” to Q.1, is this because you do not support the storage of Leisure Vehicles in the front yard of any property under the circumstances, or is the proposed approach way of the mark? (i.e. either too restrictive or too permissive or for another reason.			Question #5: Please provide any additional comments below.
	Yes	No	In Part	No Changes	Additional Changes	1		2		2(a)		2(b)		R	P	A	
						S	O	S	O	S	O	S	O				
16	9	3	4	1	3	0	0	0	1	0	1	0	0	2	1	0	12
Abbreviations: Question #3: S – Support, O –Oppose; Question #4: R – Too Restrictive, P – Too Permissive, A - Another																	

Note: Not all respondents answered all questions. For a collective summary of public opinions expressed at Public Information Meeting; and, Questionnaire and Email responses to Preferred Options see Section 5 Analysis of Report.

Table 2
Summary of Resident Responses to Leisure Vehicle Preferred Options
Email Correspondence

Number of Responses to Specific Questions	Question #1: Do you support the Town's proposed approach to allow the Storage of Leisure Vehicles within front-yard driveways?			Question #2: If you answered "Yes" to Q.1 are there any additional changes you would suggest to make the approach even better?		Question #3: If you answered in "In Part" to Q.1 which part(s) do you support and which part(s) do you not support? Please explain below.								Question #4: If you answered "No" to Q.1, is this because you do not support the storage of Leisure Vehicles in the front yard of any property under the circumstances, or is the proposed approach way of the mark? (i.e. either too restrictive or too permissive or for another reason.			Question #5: Please provide any additional comments below.
	Yes	No	In Part	No Changes	Additional Changes	1		2		2(a)		2(b)		R	P	A	
						S	O	S	O	S	O	S	O				
6	1	5	0	0	1	0	0	0	0	0	0	0	0	2	3	0	6
Abbreviations: Question #3: S – Support, O –Oppose; Question #4: R – Too Restrictive, P – Too Permissive, A - Another																	

Note: The email comments did not follow the same format as the 5 Questions set forth in the Questionnaire. For simplicity and consistency the email comments have been summarized in accordance with the Questions in the Questionnaire. Similar to Table 1 responses, not all questions set forth in the Questionnaire were responded to in the email comments. For a collective summary of public opinions expressed at Public Information Meeting; and, Questionnaire and Email responses to Preferred Options see Section 5 Analysis of Report.

Hi Mike,

This is not a letter, however I have identified many of the points you already raised.

Leisure vehicles are typically fixtures and don't move a lot once parked.

Under no circumstances should there be leisure vehicles in a boulevard for the following reasons.

- Potentially obstructing sight lines, view of oncoming traffic.
- Potential liability issue for the Town as we are the owners of the road allowance,
- Could impact snow removal and boulevard maintenance, such as tree maintenance, or utilities
- Unsafe (children running out into the road from behind the leisure vehicle)
- Could negatively impact the streetscape in terms of aesthetics.
- May obstruct emergency vehicles

Additionally

No person shall park their vehicle or recreational vehicle;

- on a sidewalk.
- within 1 metre of a public or private driveway.
- within 3 metres of a fire hydrant.
- within 6 metres of an approach to a bus stop sign.
- adjacent to a school crossing.
- within 9 metres of the nearest part of any intersection unless otherwise signed.

Hope this helps, let me know if you need anything else.

Regards,

Dan Pisani P.Eng

Director of Operations and Infrastructure | Town of Georgina

26557 Civic Centre Road, Keswick, On, L4P 3G5

T: (905) 476-4305 Ext. 2233 | F: (905) 476-6902

georgina.ca



Model Type	Height	Length
Motor Home	3.8m (12' 5")	12.1m (39' 5")
Fifth Wheel	3.8m (12' 3")	12.7m (41' 6")
Travel Trailer	3.4m (11' 2")	10.2m (33' 3")
Toy Hauler Travel Trailer	3.6m (11' 7")	8.7m (28' 6")
Camping Trailer	1.6m (5' 1")	5.9m (19' 2")

Motor Home





Fifth Wheel



Travel Trailer



Toy Hauler Travel Trailer



Pop-Up Camper

Preferred Option Summary (Revised)

Provision	Part 1 4 000 m ² and Greater	Part 2 (a) 450 m ² to less than 4 000	Part 2 (b) 270 m ² to less than 450 m ²
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Setback (From Side Lot Line)	1.5m 1.2 m	1.5m	1.5m

Conditions

- 1) For Leisure Vehicle storage, if exceeding height or length restrictions, permission shall be on a temporary permit basis. **The maximum time allowed pursuant to a temporary permit shall be 96 hours in a calendar year, which permit may be issued in increments of 24 hours.**
- 2) Where two Leisure Vehicles are stored on a single trailer, the two Leisure Vehicles and trailer are collectively considered one Leisure Vehicle.
- 3) Would not be permitted within municipal road allowance.
- 4) For Leisure Vehicle storage within the respective setback from the front lot line, permission shall be on a seasonal basis (i.e. April 1 to October 31, **with the exception of snowmobiles which may only be stored between November 1 to March 31**) and shall have a height limit of 2.5 metres, including trailer. Further, such seasonal Leisure Vehicle storage shall ensure that 2 required parking spaces are unobstructed.
- 5) **A Leisure Vehicle stored in the box of an operational pick-up truck or on the roof of an operational vehicle shall not be counted as a Leisure Vehicle in a front yard driveway**