

RV and Trailer Parking & Storage Study

Monday, June 28th, 2021



Presentation Outline

1. Project Introduction
2. Public Consultation Summary
3. Research and Policy Review
4. Key Findings

Project Timeline

March

- Project Initiation



April

- Background Review
- Jurisdictional Scan
- Background Reporting
- Public Surveys



May

- Public Surveys
- Public Open House
- Consultation Reporting



June

- Detailed Analysis
- Final Report and Recommendations
- Presentation to Planning and Development Committee – **We Are Here**

Project Goals

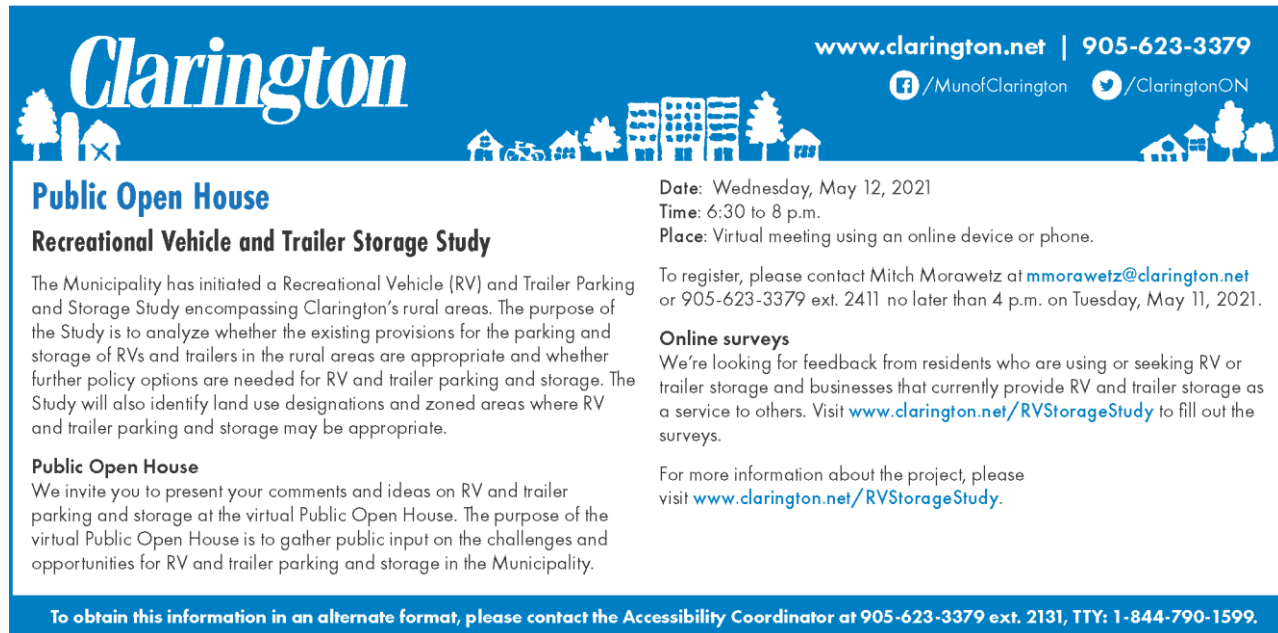
- Using policy research, jurisdictional scans of similar and surrounding municipalities and public consultation:
 1. Determine whether existing provisions for the parking and storage of RVs and trailers in the countryside area are appropriate, specifically as they pertain to commercial operations; and
 2. Identify further policy options, as may be appropriate, to address and amend existing policies and provisions regulating commercial RV and trailer parking and storage facilities.

Existing Planning Context



- Generally, provisions for parking and storage of RVs and trailers are as follows:
 - **Urban Residential Areas – Personal Storage**
 - One (1) RV or trailer permitted on a private property, subject to height, length and setback requirements
 - **Rural Areas – Personal Storage**
 - Three (3) RVs or trailers permitted on a private property
 - **Commercial**
 - Indoor storage permitted in Light Industrial (M1) and General Industrial (M2) Zones
 - Outdoor storage only permitted in M2 Zone

Public Consultation Mechanisms

- Public Surveys → April to May 2021
 - General Public: 287 responses
 - Storage Operator: 20 responses
- Virtual Public Open House → May 12, 2021
 - >60 Attendees



Clarington www.clarington.net | 905-623-3379

 /MunofClarington  /ClaringtonON

Public Open House
Recreational Vehicle and Trailer Storage Study

The Municipality has initiated a Recreational Vehicle (RV) and Trailer Parking and Storage Study encompassing Clarington's rural areas. The purpose of the Study is to analyze whether the existing provisions for the parking and storage of RVs and trailers in the rural areas are appropriate and whether further policy options are needed for RV and trailer parking and storage. The Study will also identify land use designations and zoned areas where RV and trailer parking and storage may be appropriate.

Public Open House
We invite you to present your comments and ideas on RV and trailer parking and storage at the virtual Public Open House. The purpose of the virtual Public Open House is to gather public input on the challenges and opportunities for RV and trailer parking and storage in the Municipality.

Online surveys
We're looking for feedback from residents who are using or seeking RV or trailer storage and businesses that currently provide RV and trailer storage as a service to others. Visit www.clarington.net/RVStorageStudy to fill out the surveys.

Date: Wednesday, May 12, 2021
Time: 6:30 to 8 p.m.
Place: Virtual meeting using an online device or phone.

To register, please contact Mitch Morawetz at mmorawetz@clarington.net or 905-623-3379 ext. 2411 no later than 4 p.m. on Tuesday, May 11, 2021.

For more information about the project, please visit www.clarington.net/RVStorageStudy.

To obtain this information in an alternate format, please contact the Accessibility Coordinator at 905-623-3379 ext. 2131, TTY: 1-844-790-1599.

Public Consultation Highlights

Key Messages Heard from Surveys

1. The demand for RV and trailer storage is high.
 - 86.4% of respondents indicated they store at least one (1) RV or trailer at a location that is not their personal property.
 - Average number of RVs or trailers owned was 2.07, which is greater than what is currently permitted to be stored outside in the urban area.
 - 69% of the general public and 75% of storage operators indicated storage is hard to come by.
2. Outdoor storage is the primary demand, especially in the countryside area.
 - Indoor storage generally not listed as a priority.
 - 85.41% Agree or Strongly Agree more options are needed in the countryside area.
3. Desired storage levels of operators are highly varied.
 - Mean indicated by operators = 111
 - Median indicated by operators = 25

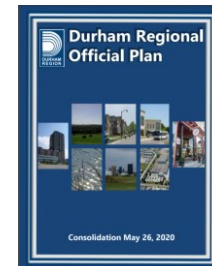
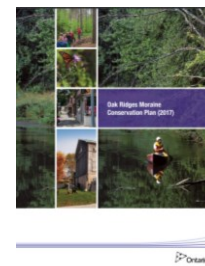
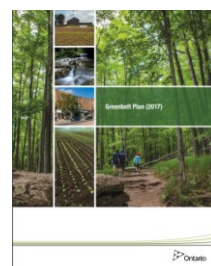
Public Consultation Highlights

Key Messages Heard from Virtual Open House

1. Demand is exceeding supply.
 - Challenges in finding affordable storage space.
2. RV Storage is part of a larger economic industry.
 - Contributes economically to related and supporting businesses.
3. Equity amongst businesses may need to be considered.
 - “Even playing field” for urban area versus countryside businesses.
4. Aesthetics need to be addressed in urban and rural areas.
 - Should be well kept and properly buffered or screened.
5. Storage on agricultural land should be permitted.
 - Strong desire expressed by attendees to allow storage on rural lands, but also specifically agricultural lands.

Research Methods

- Jurisdictional Scan
 - 11 municipalities across Durham Region, Kawartha Lakes, Northumberland County, Peterborough County, York Region, Belleville and Quinte West
- Policy Review
 - Provincial Policy Statement (2020)
 - Growth Plan for the Greater Golden Horseshoe (2020)
 - Greenbelt Plan (2017)
 - Oak Ridges Moraine Conservation Plan (2017)
 - Durham Region Official Plan
 - Municipality of Clarington Official Plan



Jurisdictional Scan Highlights

Key Insights from Jurisdictional Scan

1. Commercial storage generally only permitted industrial zones.
 - Most municipalities however did not provide a separate definition for RV storage.
2. Varying approaches applied to regulating personal storage.
 - Number of RVs and trailers
 - Size of Lot
 - Lot Coverage
3. Number of RVs and trailers permitted for personal storage varied.
 - Urban Area: 1 to 2
 - Countryside Areas: 2 to 6

Policy Review Highlights

Key Conclusions from Policy Review

1. Governing planning documents do not contemplate outdoor storage on prime agricultural lands.
 - Such a use may only be permitted as an on-farm diversified use, subject to fulfilling criteria as outlined by the province. Additional considerations are also set out in the Durham Region Official Plan.

2. Governing planning documents do not contemplate outdoor storage on employment lands.
 - These lands are to be protected for employment-intensive uses. The Clarington Official Plan requires a minimum of 30 jobs per gross hectare.

Key Findings – Option 1

Five Key Findings from Consultation and Research

1. Amendments to Existing Urban Provisions to Enhance Clarity and Function

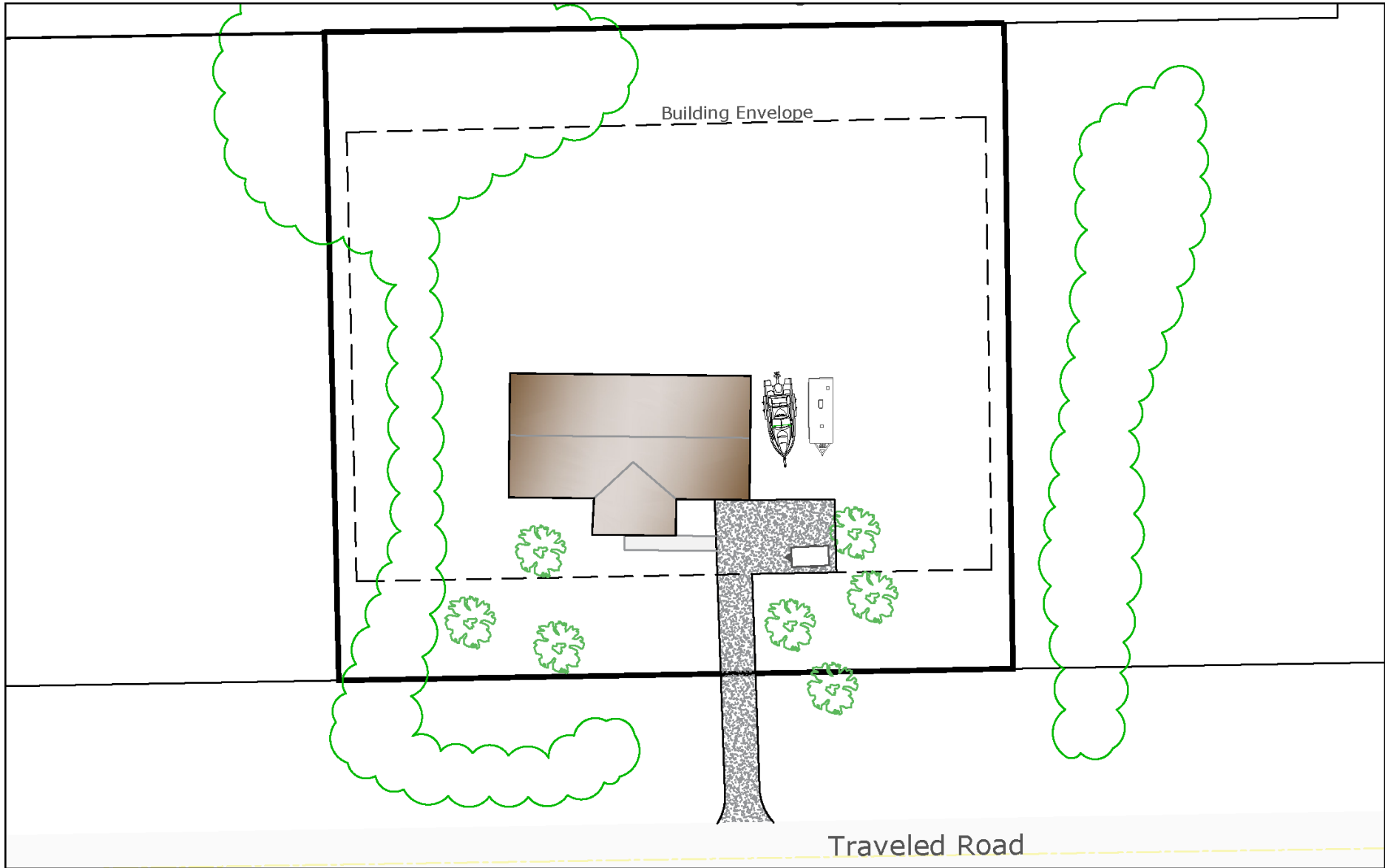
- Provide clarity on what is included in the definition of an RV and trailer;
- Ensure consistent use of definitions throughout and across both zoning by-laws;
- Clarify that personal storage indoors is not subject to the existing limits on RV and trailer numbers; and
- Amend existing provision limited oversized trailers to 120 hours to a seasonal timeframe (e.g. May to October)

Key Findings – Option 2

Five Key Findings from Consultation and Research

2. Develop and Implement RV Storage Provisions by Lot Size for Personal Storage in the Countryside Area.

- On Rural Residential or Agricultural Zoned Lots between **0.69 and 5 acres: Maximum of Three (3)**
- On Rural Residential or Agricultural Zoned Lots **greater than 5 acres: Maximum of Six (6)**



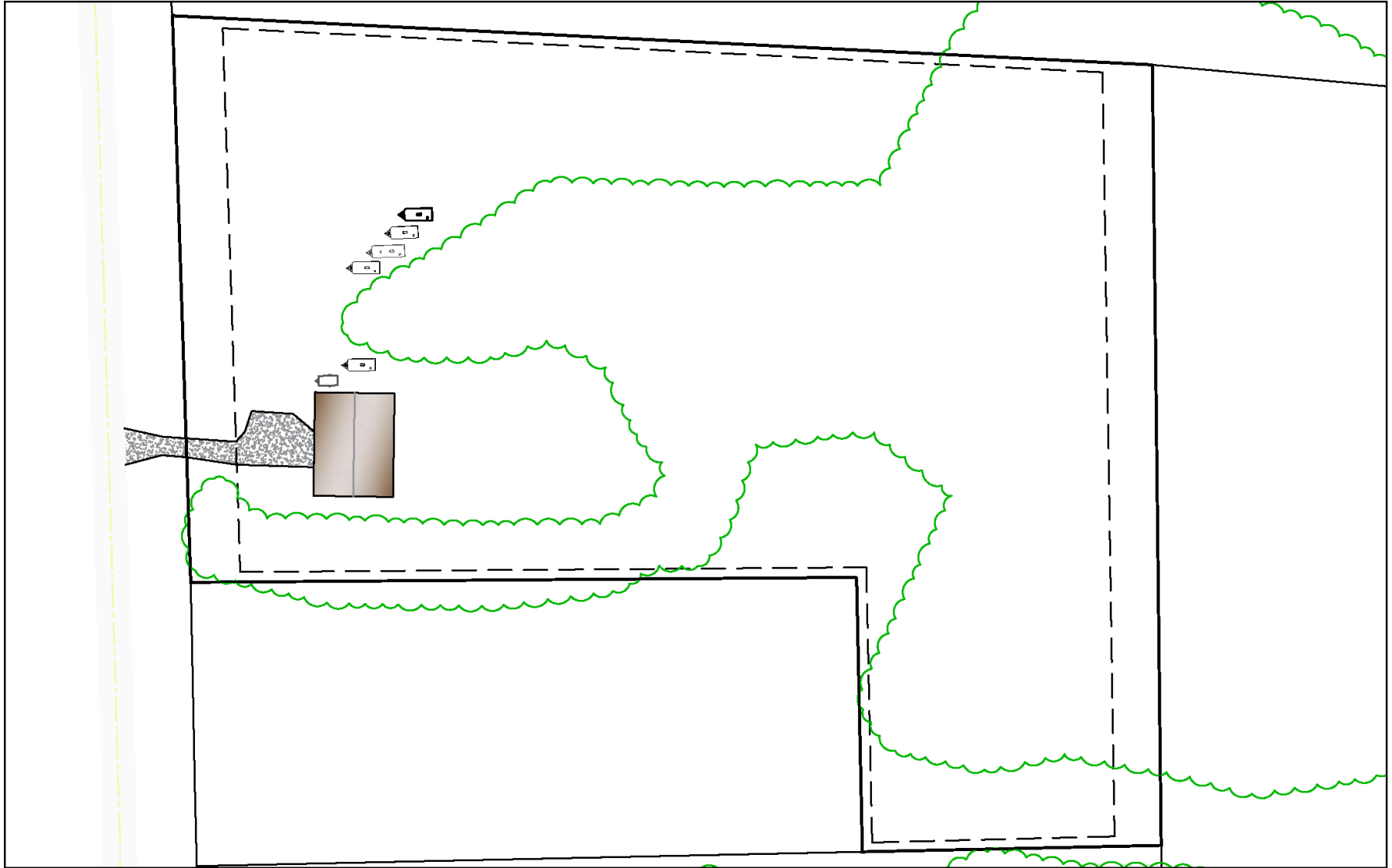
D.M. Wills Associates Limited
 150 Jameson Drive
 Peterborough, Ontario
 Canada K9J 0B9
 P: 705.742.2297
 F: 705.748.9144
 E: wills@dmwills.com

Example: 1.0 Acre Property

Scale: 1:500m

Source:
 Municipality of Clarington Public GIS Data.





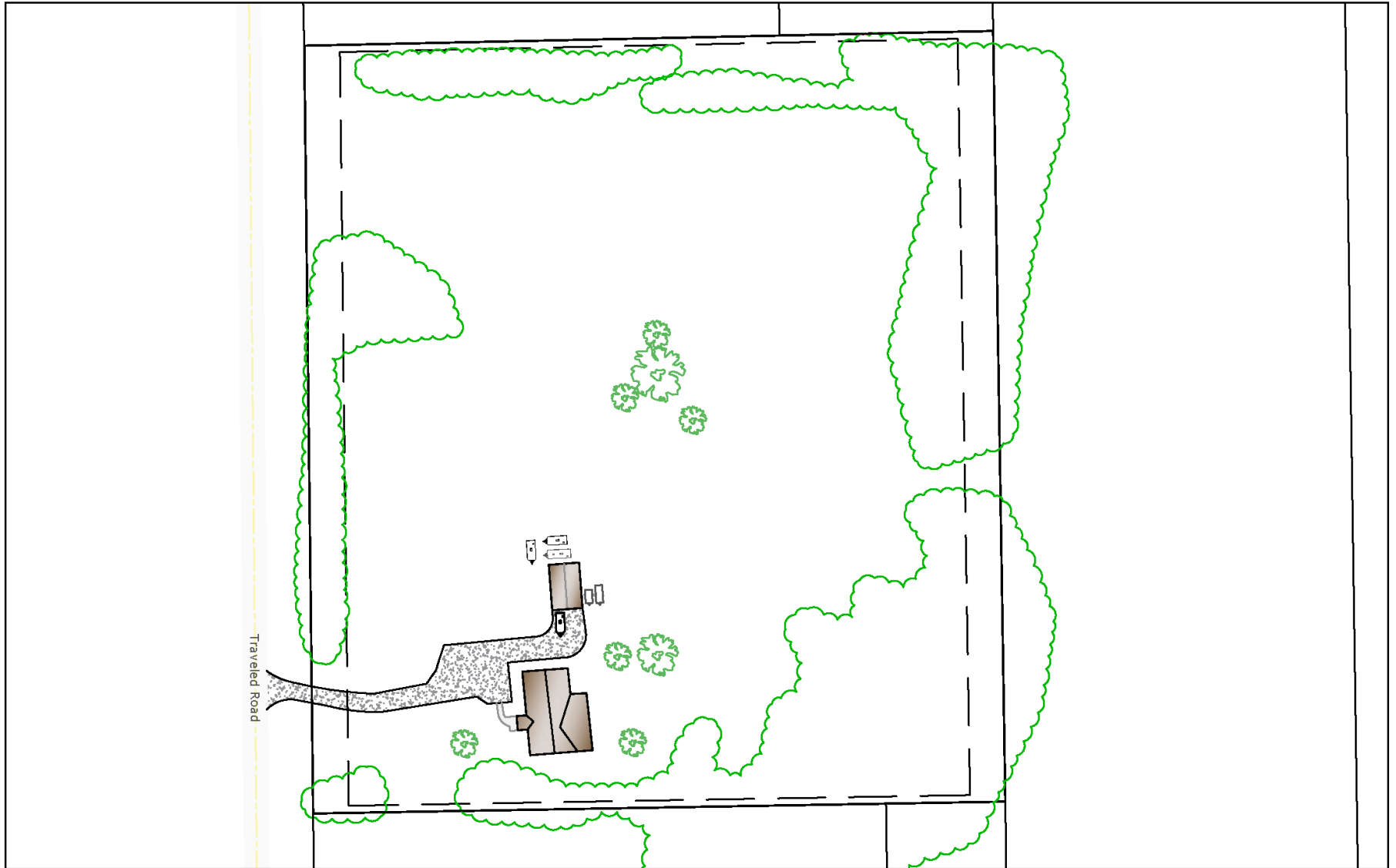
Example: 5.1 Acre Property


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Scale: 1:1000m

Source:
Municipality of Clarington Public GIS Data.





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Example: 10 Acre Property

Scale: 1:1400m

Source:
Municipality of Clarington Public GIS Data.



Key Findings – Option 3

Five Key Findings from Consultation and Research

3. Develop and Implement Policy Framework for On-Farm Diversified Uses

- Should reflect Provincial criteria, as follows, but may be more prescriptive:
 - Located on a farm
 - Secondary to the principal agricultural use
 - Use must be limited in area
 - May include, but is not limited to, home occupations, home industries, agri-tourism uses and uses that produce value added agricultural products
 - Shall be compatible with and shall not hinder surrounding agricultural operations

Key Findings – Option 4

Five Key Findings from Consultation and Research

4. Enhance Existing Policy Framework for RV Storage in Employment Areas.

- Recognize storage as a secondary use to higher-employment generating and related uses, such as RV Sales and Service
- Amendment to the Clarington Official Plan and Zoning By-law
- No site-specific approvals then necessary

Key Findings – Option 5

Five Key Findings from Consultation and Research

5. Develop Local Policy Framework to Permit RV Storage on Agricultural Lands Located within the Urban Boundary

- Agricultural lands within settlement areas provide an opportunity for RV storage which does not conflict with agricultural or employment policies
- These lands would be subject to a “future development”, “fringe” or similar designation
- As an interim use, are appropriate, as it is close to settlement areas without interfering with the long-term planned development
- Amendment to Clarington Official Plan to recognize such
- Permission on a site-specific basis through a temporary use by-law

Concluding Remarks

- RV and trailer parking and storage is a complex land use planning issue
- Conformity with provincial and regional policy is difficult, given competing policies for agricultural land preservation and employment land protection
- No immediate solution, however interim approaches may mitigate some demand in the countryside area, while larger scale, long-term approaches are implemented

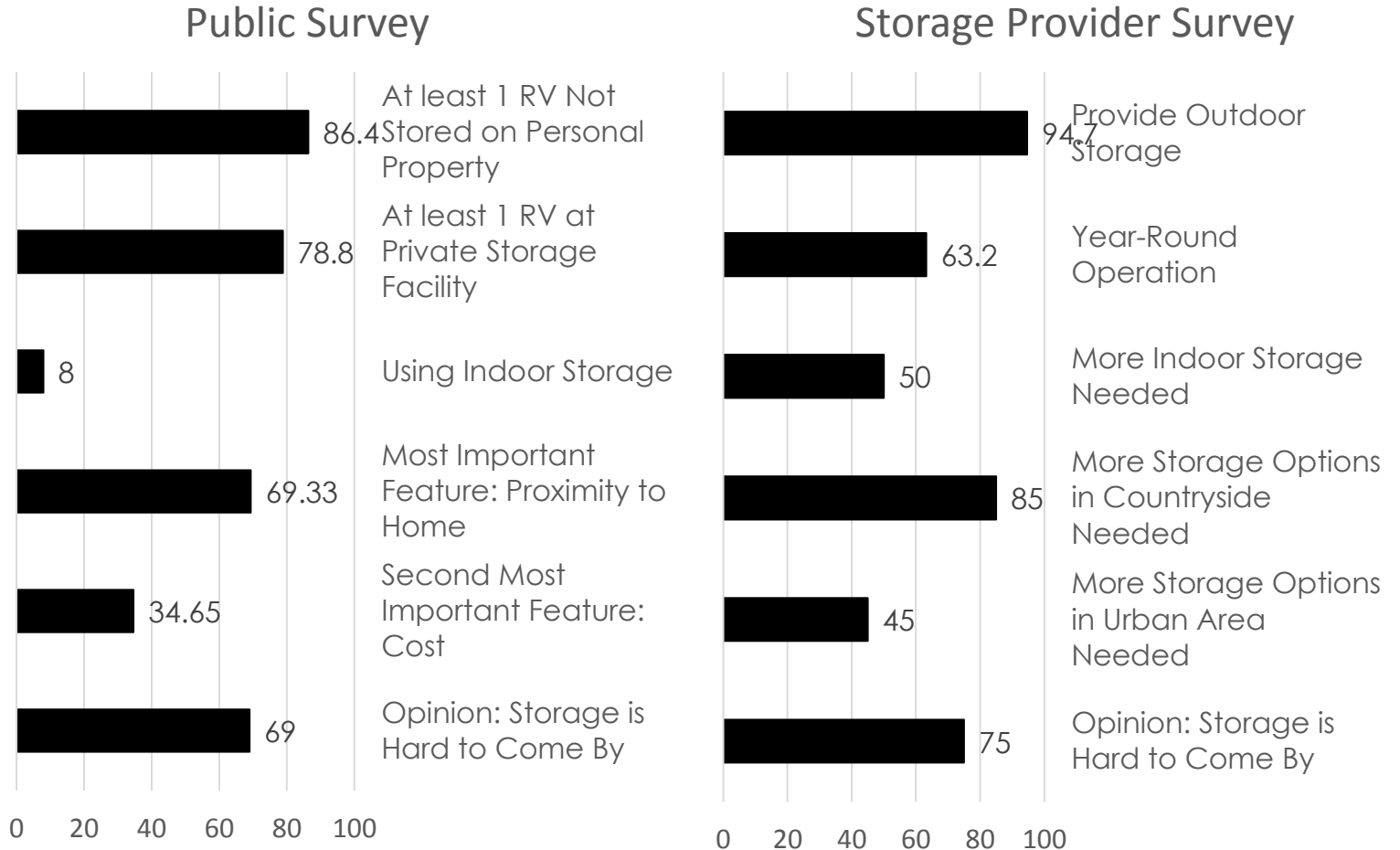
Thank You

We will now take any
questions.



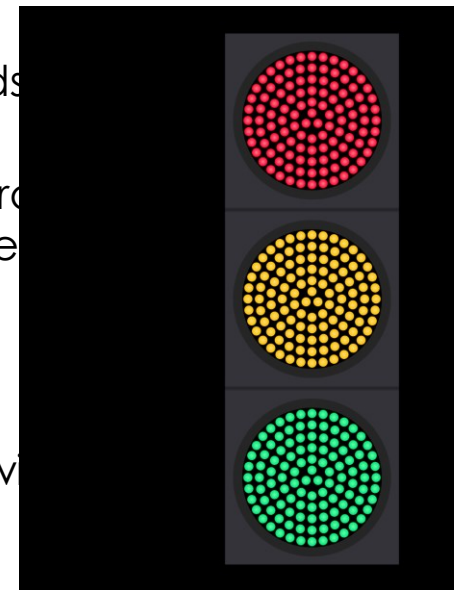
Public Consultation Highlights

Key Statistics from Surveys



Evaluated Options

1. Maintain Status Quo.
2. Increase Permitted Number of RVs and Trailers Stored Outdoors in Urban Areas (Personal).
3. Increase Permitted Number of RVs and Trailers Stored Outdoors in Countryside Areas (Personal).
4. Permit Commercial Storage in the Countryside Area.
5. Permit Commercial Storage on small Countryside Lots used primarily for residential purposes.
6. Implement a Rural Zone that reflects the Rural Lands designation and Permits Commercial Storage.
7. Expand Employment Zones where Commercial Storage would be permitted, including Commercial Storage Secondary Use.
8. Permit Commercial Storage as a Temporary Use in Employment Area.
9. Permit Commercial Storage on Agricultural Lands within the Urban Boundary.



Key Findings – Option 3

Five Key Findings from Consultation and Research

3. Develop and Implement Policy Framework for On-Farm Diversified Uses

- Amendment to Clarington Official Plan and Zoning By-law
- Large policy project with considerations outside of RV and trailer storage
 - May be appropriate through the Official Plan Update and Zone Clarington
- Should be accompanied by internal evaluation criteria to ensure goals and intent of OFDUs are satisfied
- Can also implement Site Plan Control (scoped or full)