



Parking Recreational Vehicles on Residential Property

Stakeholder Report Back: What We Heard

March 15, 2023

Project overview

Calgary City Council directed Administration to review Calgary's existing regulations on recreational vehicles (RVs), including:

- the definition(s) of RV;
- a municipal scan of best practices for parking and use of RVs on private residential properties;
- engage Calgarians regarding parking RVs on front driveways; and
- to report back to Council through the Community Development Committee no later than Q2 2023.

The [Calgary Community Standards Bylaw](#) defines a Recreational Vehicle (RV) as:

a vehicle that provides temporary accommodation for recreational or travel purposes and includes but is not limited to (i) motor homes; (ii) travel trailers; (iii) fifth wheel travel trailers; (iv) campers, whether located on a truck or other vehicle or not; (v) tent trailers; (vi) boats; and (vii) a trailer used to transport any of the above.

Under the current Bylaw, if an RV is parked on the front of the property, it must be on a hard-surfaced driveway or parking stall and cannot be parked for more than 36 consecutive hours. This limited-term front area parking allows for reasonable use like cleaning, loading, unloading, etc., and is intended to help mitigate issues of visibility, safety, and aesthetics of RV parking in residential areas. The Bylaw does not limit the time for side or rear parking in residential areas as long as it doesn't hamper line of sight.

In recent years, Calgary has seen an increase in concerns about RV ownership, and those who own RVs have identified that the 36-hour parking time limit can be challenging and restrictive. However, issues regarding health, safety and Bylaw violations related to the long-term use of RVs have been identified on properties in residential areas.

Engagement overview

To support project decisions, this engagement focused on the definition of RV, duration, benefits, and impacts of parking RV on front driveways of residential properties. Feedback was collected online through the [Engage Portal](#) from January 23 to February 13, 2023.

Engagement participation

The total number of people (unique contributors) who participated by providing feedback through the Engage Portal was 10,013, leaving over 20,000 pieces of feedback. In addition, there were 28,381 unique visitors to the site to learn about the project (see graphic below). An additional 10 pieces of feedback were sent directly through email.

Promotional channels we used to inform Calgarians of the engagement were:

- Social media promotions on Facebook, Twitter, Instagram and NextDoor
- Online search and digital banner advertisements
- Street level bold signs

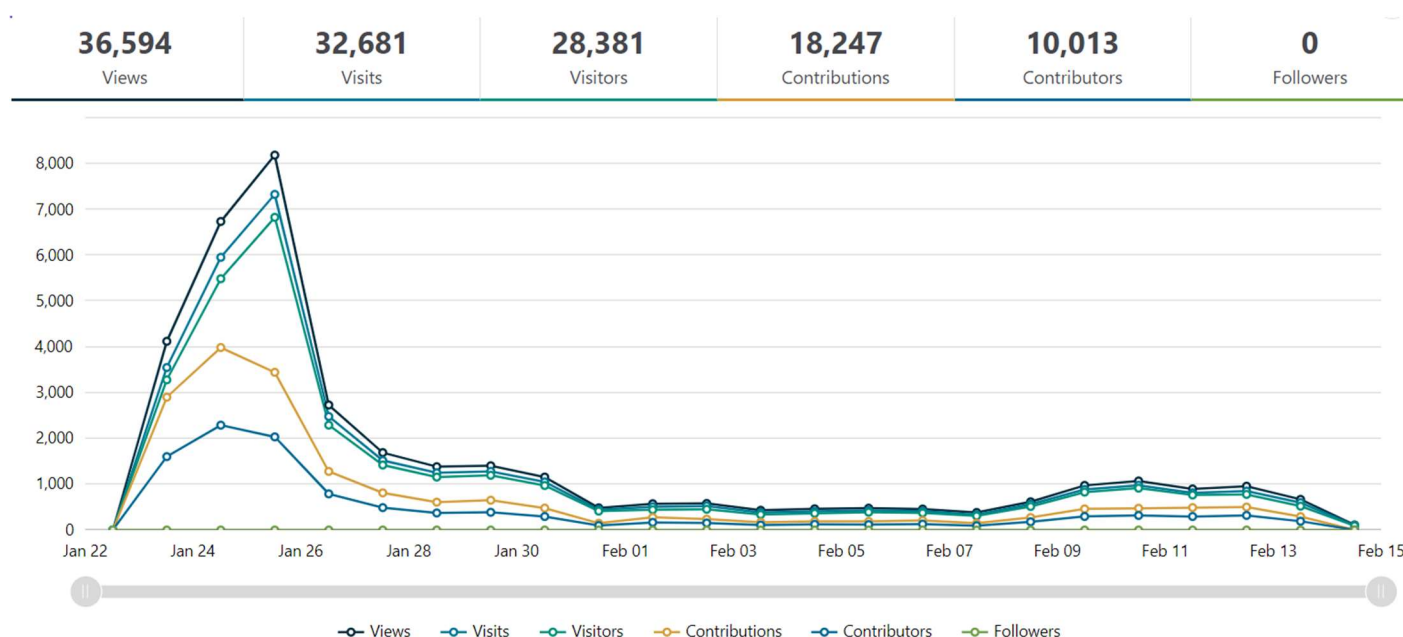


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- Councillor Office promotions
- Media Release Stories
 - 1) Global (web, 5, 6 & 11 p.m. news plus morning show January 24)
 - 2) CTV
 - 3) CBC (web, radio plus Eyeopener January 24)
 - 4) CityNews 660 (web, TV and radio)
 - 5) Livewire (online)



Views: The cumulative number of times a visitor visits the page in a site.

Visits: The number of end-user session associated with a single visitor.

Visitors: The number of unique public or end-users in a site. A visitor is only counted once.

Contributions: The total number of responses of feedback collected through the participation tools.

Contributors: The unique number of visitors who have left feedback through the participation tools.

What we asked

The following questions were asked:

- 1) Please tell us what ward you currently live in
- 2) Based on the definition, do you own an RV?
 - 2b) If yes, what type of RV do you own?
 - 2c) If yes, do you have access to side and/or backyard parking for your RV?
- 3) In your opinion, are there vehicles that should, or should not, be considered in this definition? Why?
- 4) Would you support allowing seasonal front driveway parking? Please tell us why or why not?



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5) Are there additional benefits and/or impacts that are important for The City to understand?

What we heard

Below are the themes we heard for each question. For a more detailed exploration of all themes identified please see the Summary of Input section ([link below](#)).

Who participated: Participants from all wards provided feedback with wards 14, 12 and 1 having the highest participation numbers. There was an almost equal split of participants that owned an RV and didn't own an RV, with a slightly higher response number of those that currently own RVs. RV owners participating most frequently owned a travel trailer (almost 60%) and almost 75% do not have access to a side or back yard for RV storage.

RV definition: About half of the participants agreed with the current definition or did not have any feedback on other vehicles that should or shouldn't be included.

- Participants most frequently identified commercial vehicles and trailers that are similar in size to RVs should be included in the Bylaw to limit the time allowed for front of residential property parking. However, some participants also thought vehicles that may be required for daily work, including some types of RVs, should not be included in the Bylaw.
- Participants also frequently identified that the size of an RV should be considered when defining what falls under the Bylaw's requirements. The main themes regarding size were that:
 - 1) the Bylaw definition should specify that an RV parked on the front of a residential property would need to completely fit that specific driveway and not stick out into public spaces such as sidewalks; or
 - 2) the Bylaw should not include any RV under a certain size regardless of the size of the driveway.
- Other frequently identified RVs that could be considered in the definition were camper vans, truck campers, converted vans, All Terrain Vehicles (ATV's), snowmobiles, converted buses, motor bikes and different classes of motor homes.

Seasonal parking: Participants were asked if they would or would not support extending the 36-hour time limit and allow RVs to be parked at the front of residential properties for the whole of the RV season (e.g. from spring to fall). The most frequently heard concern, regardless of whether the participant did or did not support this change, was about the size of the RV. Participants who did not support seasonal parking expressed frustration over RVs that don't completely fit the parking space and stick out onto public property such as sidewalks. Similarly, participants in support also identified that if seasonal parking was allowed, an RV should have to fit completely. Participants also frequently expressed that temporary living in RVs on the front of residential properties should not be allowed.

- Participants who were not in support of season parking most frequently identified the following concerns:



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- 1) Aesthetics
 - 2) Visibility and safety
 - 3) Increased street parking
 - 4) Increased crime
- Participants in support most frequently identified the following benefits:
 - 1) Practical and convenient
 - 2) Cost savings
 - 3) Increased security
 - 4) Ability to store in front driveway because they own the property

For a detailed summary of the input, please see the [Summary of Input](#) section.

It should be noted that some participants provided feedback about RVs parked on the street or road in front of a property and/or in the back yard or alley rather than on the front of a residential property. This feedback was out of scope for the project but was provided to the Project Team.

All verbatim comments can be found in a separate document on engage.calgary.ca/rvparking.

Next steps

The input from this engagement, along with research and internal expertise, will be used to form the recommendations that will be presented to the Community Development Committee on June 28, 2023, and Calgary City Council thereafter.



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Summary of Input

To go directly to a summary for each question please click on a link below.

[Question 1: Please tell us what ward you currently live in?](#)

[Question 2: Based on the definition, do you own an RV?](#)

[Question 2b: If yes, what type of RV do you own?](#)

[Question 2c: If yes, do you have access to side and/or backyard parking for your RV?](#)

[Question 3: In your opinion, are there vehicles that should, or should not, be considered in this definition? Why?](#)

[Question 4: Would you support allowing seasonal front driveway parking? Please tell us why or why not?](#)

[Question 5: Are there additional benefits and/or impacts that are important for The City to understand?](#)



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Question 1: Please tell us what ward you currently live in?

Participation by ward is as follows:

Ward	Participants (Contributors)	Percentage
Ward 1	1062	10.66%
Ward 2	765	7.68%
Ward 3	556	5.58%
Ward 4	696	6.99%
Ward 5	196	1.97%
Ward 6	666	6.69%
Ward 7	407	4.09%
Ward 8	370	3.72%
Ward 9	412	4.14%
Ward 10	246	2.47%
Ward 11	853	8.57%
Ward 12	1084	10.89%
Ward 13	862	8.66%
Ward 14	1136	11.41%
I don't know	647	6.50%

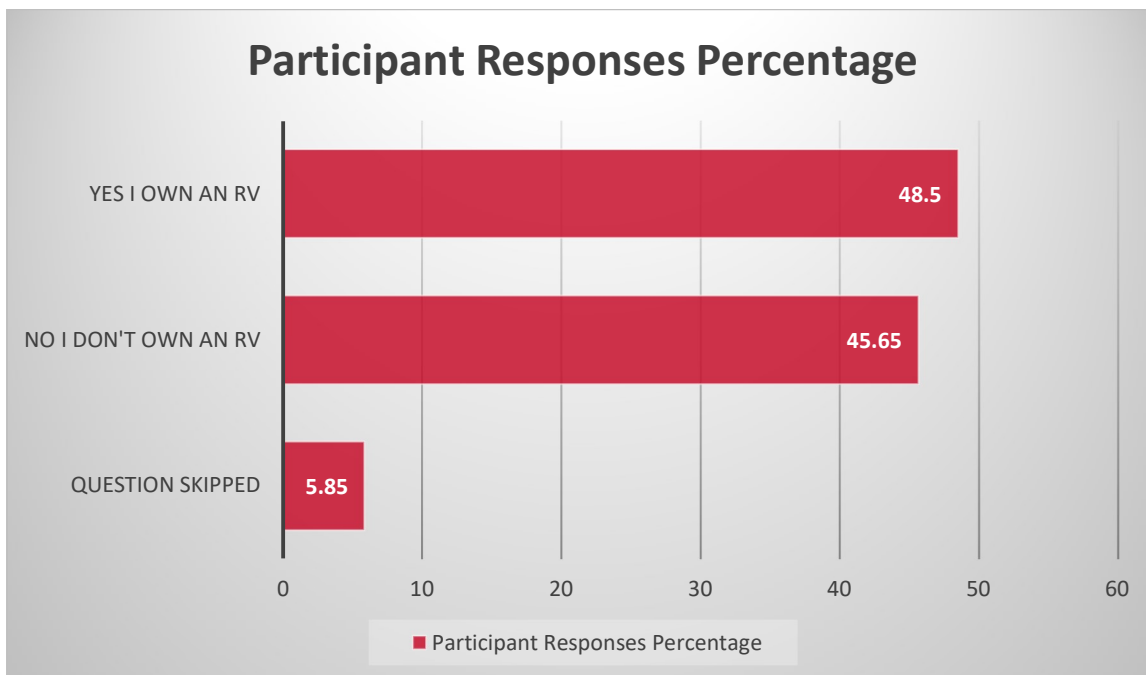


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Question 2: Based on the definition, do you own an RV? (Answered by 9956 participants; skipped by 619 participants; 10,575 total participants)



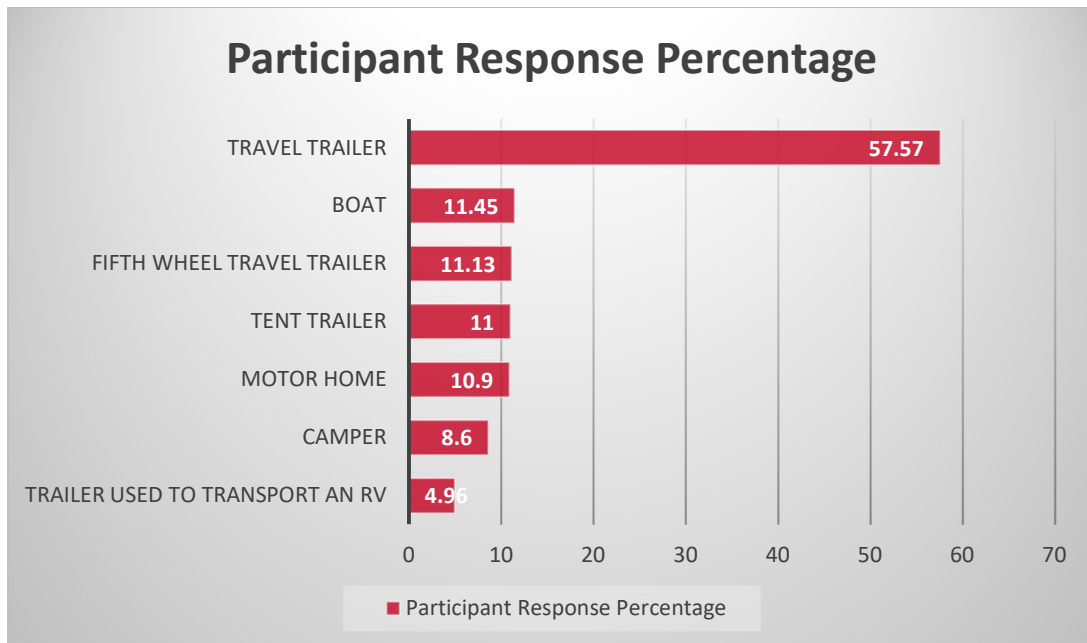


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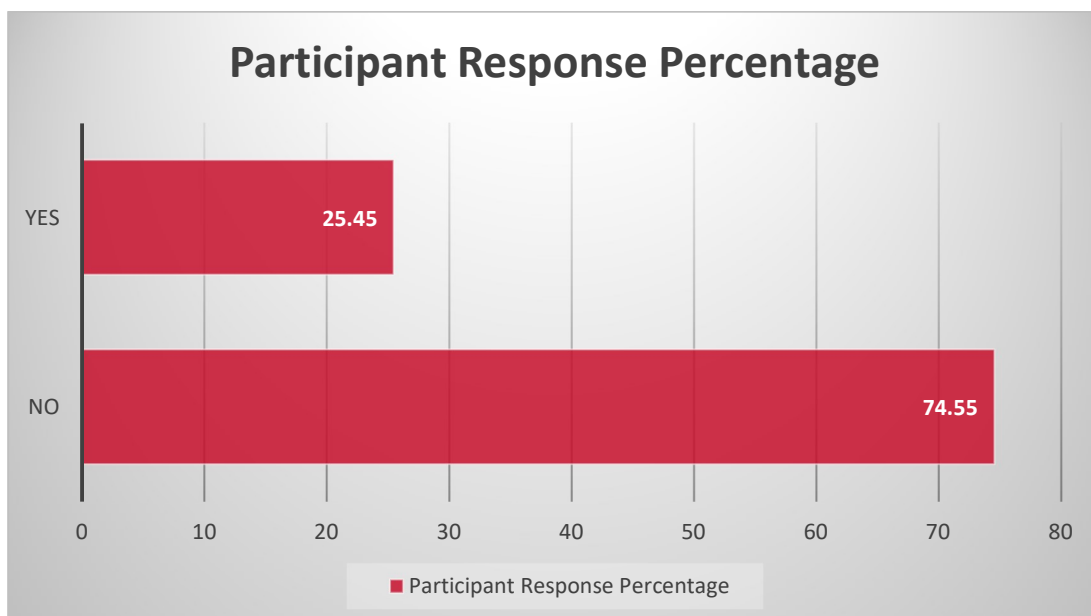
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Question 2b: If yes, what type of RV do you own? (Answered by 5119 participants)



Question 2c: If yes, do you have access to side and/or backyard parking for your RV?
(Answered by 5119 participants)



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Question 3: In your opinion, are there vehicles that should, or should not, be considered in this definition? Why? (Answered by 6046 participants; skipped by 4529 participants)

Most Frequent Theme Heard	Sample Participant Quotes
Many participants agreed with the current definition or did not have any feedback on other vehicles that should or shouldn't be included.	<p>"I agree with the definition as it stands"</p> <p>"All the vehicles should be included as it is now"</p>
Frequent Themes Heard	Sample Participant Quotes
<p>Participants identified commercial vehicles and trailers could be added.</p> <ul style="list-style-type: none"> Most participants thought the definition should include commercial and industrial vehicle types because of the size similarity to many RVs. Hauling and utility trailers can be used to transport and store RVs and be similar in size to many RVs. 	<p>"Would like to see commercial vehicles and trailers also included. Its not fair that a commercial vehicle and trailers are not subject to same regulations."</p> <p>"Well if a travel type trailer isn't allowed on a driveway for safety reasons I feel a cargo trailer should have the same rules."</p> <p>"Trailers used to transport RV's such as ATV's, snowmobiles, boats, etc.."</p>
<p>Participants identified the size of an RV as an important factor to consider, most frequently providing feedback on their frustration with vehicles that don't completely fit on the driveway and concerns that some RVs are smaller than large vehicles used for regular driving.</p> <ul style="list-style-type: none"> There was mixed feedback about how size could be stated in the definition: <ol style="list-style-type: none"> Based on the size of the front of the property an RV would need to completely fit and could therefore vary in size. Based on (1) with the addition of an overall maximum RV size (e.g., larger size RVs may fit on the front of a property however exceed the maximum allowed size). There was mixed feedback about smaller RVs and RVs also used for regular driving: <ol style="list-style-type: none"> Some thought tent trailers, and other smaller RVs, should not be limited 	<p>"Anything beyond the length of the driveway parked on should not be permitted - but if it fits it should be permitted."</p> <p>"I think rvs and motor homes should be able to be parked on private property front so long as it doesn't block sidewalks or access to public space."</p> <p>"Vehicles over a certain length should not be considered. If this were to go ahead (and I hope it doesn't) there are some huge RV's that should be excluded."</p> <p>"Yes. Some small campervans are used as daily transport so they should be removed from the list."</p> <p>"It's a good definition. But tent trailers and trailers to transport are small and provide very little obstruction and could be removed from the list."</p>



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<p>because they are smaller than some daily vehicles such as big trucks.</p> <p>2) Some thought it was important to add all RVs to not discriminate based on size.</p>	<p>"All should be included and rated equally."</p> <p>"No. All trailers and camping vehicles should be treated equally."</p>
Additional Smaller Themes Heard	Sample Participant Quotes
<p>Participants identified converted vans, camper vans, truck campers as missing from the definition, along with different classes of motor homes.</p> <ul style="list-style-type: none"> There were mixed views on whether converted vans, camper vans and truck campers should be included as they can also be used as regular vehicles. There were mixed views on whether some classes of motor homes should be included as they may be smaller than some large vehicles as well and may also be used as regular vehicles. 	<p>"Van motor homes class B they can operate as a vehicle as well as truck campers on a truck."</p> <p>"The only exception is the small class B motor homes. Many owners of these vehicles use them for regular traveling about in the summer and they should be allowed on driveways."</p> <p>"I think it is unclear if Camper Vans (or which types of camper vans) are considered Motorhomes. They can range from fairly normal looking vans to very obvious camping rigs. Also Truck Campers - are they just considered Campers?"</p> <p>"Class B should not be considered as many use as daily driver."</p> <p>"Definition should probably explicitly include van conversion style smaller units, often known as Class B."</p>
<p>Participants identified that an RV's condition should be considered in the definition of what the Bylaw should permit.</p> <ul style="list-style-type: none"> An RV in poor condition (visually) or that is not able to be driven (working engine) or hauled (working wheels) should not be allowed to park in the front of a property. 	<p>"If a vehicle hasn't been moved in a very long time and is in a condition that is evident it won't be moved any time soon, shouldn't be allowed. Must be kept in a condition that doesn't prevent it from being moved at moments notice."</p>
<p>Participants identified certain characteristics that could be used to determine whether a vehicle should be considered to be an RVs such as:</p> <ul style="list-style-type: none"> Having sleeping facilities (beds) 	<p>"Yes. Any vehicle that you can legitimately sleep in, so has a bed, and can be used as a recreational vehicle should be considered."</p>

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Question 4: Would you support allowing seasonal front driveway parking? Please tell us why or why not? (Answered by 10,518 participants; skipped by 57 participants)

55% of participants were generally supportive of seasonal parking

45% of participants were NOT generally supportive of seasonal parking

Common themes from all participants

Most Frequent Theme Heard	Sample Participant Quotes
Many participants identified the size of an RV as an important factor to consider. RVs that do not completely fit on the driveway should not be allowed to be parked or stored at the front of a residential property for the duration of the season.	<p>"As long as the RV fits in the driveway and does not impede the road or sidewalk then it is fine."</p> <p>"They are large and typically extend off owners property onto City property."</p> <p>"My motor home won't fit on my driveway. It all depends on the type of RV. My neighbour has a very small unit, that has no impact."</p>
Additional Frequent Themes Heard	Sample Participant Quotes
<p>Some participants identified using an RV for temporary living as an important factor to consider for whether or not the RV should be allowed to remain in the driveway.</p> <ul style="list-style-type: none"> • Most frequent feedback was temporary living should not be allowed. • Less frequent feedback suggested the use for temporary living as a positive aspect especially when hosting visitors. 	<p>"People use them for guest houses for friends and family."</p> <p>"With rents at all time highs I worry that our neighborhoods will turn into temporary rented shelters of RVs in front drives."</p> <p>"Sometimes it is a nice place for our guests to stay."</p>
<p>Some participants identified a smaller increase in time allowed may work better than seasonal parking.</p> <ul style="list-style-type: none"> • Most frequent feedback suggested an increase to between 48 hours and 7 days. • Frequent feedback from RV owners described the inconvenience of having to store their RVs for a short time period between weekends. 	<p>"I do agree that parking should be allowed for up to 3-5 days instead of 36 hours."</p> <p>"I think allowing 5 days to be parked on the driveway would be reasonable."</p> <p>"48 hours maximum is my recommendation."</p> <p>"I believe that folks should be able to park up to 72 hours on the street (36 hours is too short)."</p>

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Themes from participants NOT supportive of seasonal parking	
Most Frequent Themes Heard	Sample Participant Quotes
<p>Many participants identified the aesthetics as an important factor to consider. Concerns included:</p> <ul style="list-style-type: none"> RVs in poor condition Perception there will be a high number of RVs parked on the front of properties Perception that large RVs will block the views from neighbours homes Perception streets and communities may look like an RV park 	<p>"Many RV's are in a dilapidated condition and are aesthetically unpleasing. I take pride in my neighbourhood and don't want it to start looking like a trailer park."</p> <p>"Turns neighbourhoods into trailer parks. Neighbourhoods look ugly."</p> <p>"The large RV's will block the view from my house."</p>
<p>Many participants identified visibility and safety as important factors to consider. Concerns included:</p> <ul style="list-style-type: none"> Visibility and safety while backing out of front driveways Visibility and safety of children playing Visibility and safety to see at intersection corners 	<p>"Children playing in the spring and summer months will not be as visible resulting in a possible catastrophic impact on children if driveway views are impeded by big RV's."</p> <p>"It blocks the view when backing out of your driveway."</p> <p>"When it's on a corner and could make that intersection dangerous by blocking views for traffic or pedestrians."</p>
Additional Frequent Themes Heard	Sample Participant Quotes
<p>Participants identified an increased number of regular vehicles parking on the street because RVs owners would not have access to the driveway and/or garage.</p>	<p>"When these are allowed to park on a driveway the owner has to park on the street which with limited parking on the street will causes an issue for all residents."</p>
<p>Participants identified the perception there may be an increase in crime.</p> <ul style="list-style-type: none"> RVs are more easily broken into RVs block visibility making it easier for criminals to remain unseen 	<p>"Parking at the home increases theft/curb crawling."</p> <p>"They are a target for increased crime and vehicle prowling."</p>
Themes from participants in support of seasonal parking	
Most Frequent Themes Heard	Sample Participant Quotes
<p>Many participants identified seasonal parking would be more convenient and practical.</p>	<p>"With extended parking time, we wouldn't have to rush to unload to get it back to storage and could keep it in the driveway when we have two camping</p>



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<ul style="list-style-type: none">• Convenient because there would be less time driving to and from storage facilities• Practical because RVs would not have to be unloaded and loaded between weekend trips	<p>trips planned close together. This would save time and be much more convenient.”</p> <p>“It would be more convenient and a cost saver instead of having to travel back and forth to storage.”</p>
<p>Many participants identified the cost savings on fuel and storage would be beneficial.</p>	<p>“During tight financial times not paying storage rent for 6 months would also be of benefit.”</p> <p>“The cost and availability of storage is astronomical. Saves families time, money and uses less fuel to store at there home.”</p>
Additional Frequent Themes Heard	Sample Participant Quotes
<p>Some participants perceived a benefit with an increased feeling of security with the RV on their property rather than in a storage facility.</p>	<p>“For security purposes. At home you can train a camera on your unit and know it's secure and have footage of any damage being done.”</p> <p>“Having the ability to park it in front of your house allows for better security, and access to the RV for the owner.”</p>
<p>Some participants said they are in support because it is their own private property.</p> <ul style="list-style-type: none">• Some participants also perceive there is a lack of fairness because they don't have access to a side or back yard.	<p>“If the property and RV are owned by the property owner, the owner should be able to use their property as they see fit.”</p> <p>“As long as the rv is on MY property I should be able to do as I please.”</p> <p>“I don't have back yard access so this is the only way I can have my RV at my house for longer than 36 hours. This feels unfair for those that don't have side or back yards.”</p>

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Question 5: Are there additional benefits and/or impacts that are important for The City to understand?

Impacts

Most Frequent Themes Heard	Sample Participant Quotes
<p>Participants repeated many impacts from Question 4 including:</p> <ul style="list-style-type: none"> • Aesthetics • Visibility and safety • Increased street parking • Increased crime 	<p>"It makes the community look ugly if trailers were parked in driveways."</p> <p>"The most important impact is sightline hazards to residents and children."</p> <p>"Will make street parking even worse."</p> <p>"Many RVs parked in driveways could potentially attract more crime as they're easier to break-in."</p>
<p>Participants emphasized there is no benefit to Calgarians that don't own RVs.</p>	<p>"There are NO benefits to allowing parking to allowing RVs to park on residential driveways."</p> <p>"There is no benefit to the city to allow recreational vehicles to be parked longer than the time allotted currently."</p>
<p>Participants identified challenges with enforcement ability and cost.</p>	<p>"Many times enforcement already takes too long, now it could be longer at an increased cost."</p>
<p>Participants identified a concern of decreased home values and issues when selling homes.</p>	<p>"Affects my property value negatively."</p>

Benefits

Most Frequent Themes Heard	Sample Participant Quotes
<p>Participants repeated many benefits from Question 4 including:</p> <ul style="list-style-type: none"> • Practical and convenient • Cost savings • Increased security • Ability to store in front driveway because they own the property 	<p>"Less time commuting to storage and more time with family...and less stressful."</p> <p>"Less costs on fuel and storage is economically beneficial."</p> <p>"My RV has been broken into in storage so I feel more secure when it is on my property."</p> <p>"I own my property and my RV is licensed so I should be able to store it on my driveway."</p>



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Participants identified the current climate crisis and a benefit of fewer large RVs driving to and from storage resulting in lower green house gas emissions.	<p>"Many people need to travel 20-40 kms to find a storage facility. That could potentially reduce that families carbon footprint dramatically over the course of the camping season."</p> <p>"This would also help in reducing traffic and reduce GHG emissions."</p>
Participants with RVs feel it is a healthy activity and should be supported by regulations.	<p>"Camping is a healthy choice for families in numerous ways and would be supported with seasonal front-driveway parking."</p> <p>"Having an RV at your property facilitates camping and recreation. These are activities that are super beneficial in terms of happy and healthy family lifestyle. Anything that can promote this is a good thing."</p>