

1. **Temporary Zoning By-law Amendment to Permit Park and Cycle (non-accessory parking) at 3169 Carling Avenue - Andrew Haydon Park**

Modification temporaire du Règlement de zonage pour permettre l'aménagement d'emplacements Parc-o-Vélo (stationnements non accessoires) au 3169, avenue Carling (parc Andrew-Haydon)

Committee recommendation

That Council approve an amendment to Zoning By-law 2008-250 to rezone the property known municipally as 3169 Carling Avenue (Andrew Haydon Park) from O1L to O1L[xxxx] Sxxx, to permit the allocation of 12 existing parking spaces to a Park and Cycle pilot project for a temporary three-year period, as shown on Document 1 and detailed in Documents 2 and 3.

Recommandation du Comité

Que le Conseil approuve une modification du *Règlement de zonage no 2008-250* pour faire passer le zonage du terrain ayant pour désignation municipale le 3169, avenue Carling (parc Andrew-Haydon) de O1L à O1L[xxxx] Sxxx, ce qui permettrait la transformation de 12 places de stationnement existantes en emplacements Parc-o-Vélo dans le cadre d'un projet pilote de trois ans, tel qu'indiqué dans le document 1 et détaillé dans les documents 2 et 3.

Documentation/Documentation

1. Director's report, Economic Development and Long Range Planning, Planning, Infrastructure and Economic Development Department, dated February 13, 2020 (ACS2020-PIE-EDP-0011)

Rapport du Directeur, Développement économique et planification à long terme, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 13 février 2020 (ACS2020-PIE-EDP-0011)
2. Extract of draft Minutes, Planning Committee, April 9, 2020

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 9 avril 2020

Report to
Rapport au:

Planning Committee / Comité de l'urbanisme

~~February 27, 2020 / 27 février 2020~~

April 9, 2020 / 9 avril 2020

and Council / et au Conseil

~~March 25, 2020 / 25 mars 2020~~

April 22, 2020 / 22 avril 2020

Submitted on February 13, 2020

Soumis le 13 février 2020

Submitted by

Soumis par:

Don Herweyer

Director / directeur

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Ward: BAY (7) / BAIE (7)

File Number: ACS2020-PIE-EDP-0011

SUBJECT: Temporary Zoning By-law Amendment to Permit Park and Cycle
(non-accessory parking) at 3169 Carling Avenue - Andrew Haydon
Park

OBJET: Modification temporaire du *Règlement de zonage* pour permettre
l'aménagement d'emplacements Parc-o-Vélo (stationnements non
accessoires) au 3169, avenue Carling (parc Andrew-Haydon)

REPORT RECOMMENDATIONS

1. That Planning Committee recommend that Council approve an amendment to Zoning By-law 2008-250 to rezone the property known municipally as 3169 Carling Avenue (Andrew Haydon Park) from O1L to O1L[xxxx] Sxxx, to permit the allocation of 12 existing parking spaces to a Park and Cycle pilot project for a temporary three-year period, as shown on Document 1 and detailed in Documents 2 and 3.
2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of March 25, 2020," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification du Règlement de zonage no 2008-250 pour faire passer le zonage du terrain ayant pour désignation municipale le 3169, avenue Carling (parc Andrew-Haydon) de O1L à O1L[xxxx] Sxxx, ce qui permettrait la transformation de 12 places de stationnement existantes en emplacements Parc-o-Vélo dans le cadre d'un projet pilote de trois ans, tel qu'indiqué dans le document 1 et détaillé dans les documents 2 et 3;
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 25 mars 2020 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

BACKGROUND

In April 2019, Council approved a Park and Cycle pilot project for Andrew Haydon Park, located between Moodie Drive and Pinecrest Road. The project was proposed in response to requests received by residents who had been ticketed for leaving their cars parked for the day in order to access the multi-use pathway to cycle for the latter half of their daily commute. The current zoning designation for this site is Parks and Open Space - O1L. This designation permits parking that is accessory to the use of the park only and does not permit parking by those not remaining in the park. During project discussions, former Councillor Wilkinson proposed that 10 of the 275 existing parking spaces on site be allocated to the pilot project to permit cyclist commuters to park. This is the number that was approved for the pilot project. The Zoning and Interpretation Unit however further proposes that an accessible parking space be added to this count, in accordance with the City of Ottawa Accessibility Design Standards, for a total of 11 parking spaces. Since accessible parking spaces are wider than standard parking spaces, two existing spaces will need to be converted in order to provide the proposed single accessible parking space. This means that to allocate a proposed 11 parking spaces to this use, 12 existing parking spaces on site will be occupied.

Monitoring of this project is to be carried out by Transportation Services who do not recommend that permits be issued, but rather that these spaces be made available on a first-come-first-serve basis. An appropriate location for the designated parking spaces was reviewed by Transportation Services staff, Zoning staff, Parks staff, and Councillor Kavanagh, resulting in a proposal to locate in the eastern end of the site via the access across from Holy Acres Road, as shown in Document 3. The Park and Cycle use is to be permitted between the hours of 6 a.m. and 6 p.m., as proposed by Transportation Services to accommodate only daytime commuters, leaving these spaces available for evening park users. The time restrictions will be identified through on-site signage.

By-law Services will be responsible for the enforcement of the day-time hour limitation since it is not possible through zoning to limit hours in which a use may be permitted. Zoning equally does not differentiate between parking users; therefore, By-law Services will be responsible for monitoring whether cyclists or non-cyclists are parking in the designated spaces. The approved pilot project is scheduled to begin in spring of 2020.

DISCUSSION

To support the Park and Cycle pilot project staff recommend a temporary Zoning By-law amendment in the form of a site-specific exception, as detailed in Document 2. A

temporary Zoning By-law may be passed for a maximum of three years, which is the approved period for the pilot project. It is also proposed to include a schedule as shown in Document 3 to identify the location of the 12 existing parking spaces to be allocated for this use. To clarify exactly where these parking spaces are proposed within the existing parking lot, an aerial photo, with the proposed parking spaces identified, is provided in Document 4.

In considering the potential implications of the proposed temporary re-zoning, Staff reviewed various examples of existing park and cycle programs, including one in Calgary and one in Niagara on-the-Lake, as well as examples in the U.S. and England. Those municipalities reviewed did not officially recognize park and cycle as a use within their Zoning By-laws. Rather they have indicated that parking for the purpose of using an adjacent multi-use pathway to cycle commute is considered an accessory use. In England, this use is accommodated through public transportation Park and Ride lots. North American examples have typically only accommodated this use within existing parks or private properties that are within an existing cycle route (e.g. wineries). There was no evidence found during research or consultation to suggest that the above noted programs have resulted in overcapacity of the lots in question.

In support of their proposal, Transportation Services also collected traffic data for vehicle entry and exit at Andrew Haydon Park during August of 2019. This data suggests that there is some unused capacity within the existing parking lot.

Staff also requested details of the special event permits that have been issued for Andrew Haydon Park, and records for the period between April and October of 2018 were obtained, as well as the period between May and September of 2019. The 2018 records indicate that 64 weekday special event permits were issued (note that permits classified as 'weekday' extend only to 5 p.m.). Of these, the maximum capacity applied for was 250 persons, which if converting to an equal number of vehicles would leave 25 parking spaces for the regular park users during this worst-case scenario. The 2019 permit records indicate that 67 weekday permits were issued. The maximum capacities applied for were listed as greater than 100 persons.

To add new signage, convert two existing parking stalls to one accessible parking stall, provide public information about the program and monitor the use of the designated Park & Cycle stalls as well as the impact on Andrew Haydon Park's parking lot over two years, staff estimate a total cost of \$25,000, from existing TDM budgets in addition to staff time.

Based on the above research, additional data would be required in order to support park and cycle (non-accessory parking) as a long-term use.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Public notification was undertaken in accordance with the Council-approved Public Notification and Public Consultation Policy for Zoning By-law amendments.

Public comments received were primarily supportive of the project. Concerns identified included: potential for increased congestion along the multi-use pathway and impact to pathway infrastructure; that 10 spaces would not accommodate the demand for this use; that additional accessible parking spaces should be provided. The importance of appropriate signage to emphasize that the multi-use pathways are not only for cyclists was also emphasized. Transportation Services have confirmed that they will include these concerns in their monitoring of the pilot project.

The Recreation, Cultural and Facility Services Department was not supportive of the proposed conversion of two additional parking spaces for the purpose of accommodating an accessible parking space and would prefer that the accessible space be provided within the 10 spaces previously approved for the pilot project. Zoning and Transportation Services staff are of the position that limiting the number of standard sized parking spaces to eight would not be in keeping with the intent of the previously approved pilot project, that preliminary data suggests capacity for temporary conversion of two additional spaces, and that potential resulting impacts to park users of the conversion of two additional spaces is minimal.

Lastly, staff are aware that Councillor Kavanagh's office has received inquiries regarding the project, including a desire to ensure that cyclists connect to the multi-use pathway from the appropriate accesses. These concerns have been communicated to Transportation Services, who have confirmed that they will be monitoring cyclist activities as part of the pilot project.

COMMENTS BY THE WARD COUNCILLOR

The Ward Councillor is aware of the application related to this report.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications.

ASSET MANAGEMENT IMPLICATIONS

There are no direct asset management implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

Funding for the implementation of the Park and Cycle pilot is available from capital project account 909784 Transportation Demand Management.

ACCESSIBILITY IMPACTS

There are no direct accessibility impacts.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications.

TERM OF COUNCIL PRIORITIES

This report has no direct impact on the Term of Council Priorities.

SUPPORTING DOCUMENTATION

Document 1 Location Map and Zoning Key Plan

Document 2 Details of the Recommended Zoning

Document 3 Parking Location Schedule

Document 4 Aerial Parking Location Map

CONCLUSION

The Zoning and Interpretations Unit have no concerns with the adoption of a temporary Zoning By-law amendment in support of the approved park and cycle pilot project. Any

future consideration for park and cycle as a permanent use however, will need to be supported by a Comprehensive Zoning Study to evaluate more accurately the demand, parking capacity, potential impacts to park users and enforcement implications.

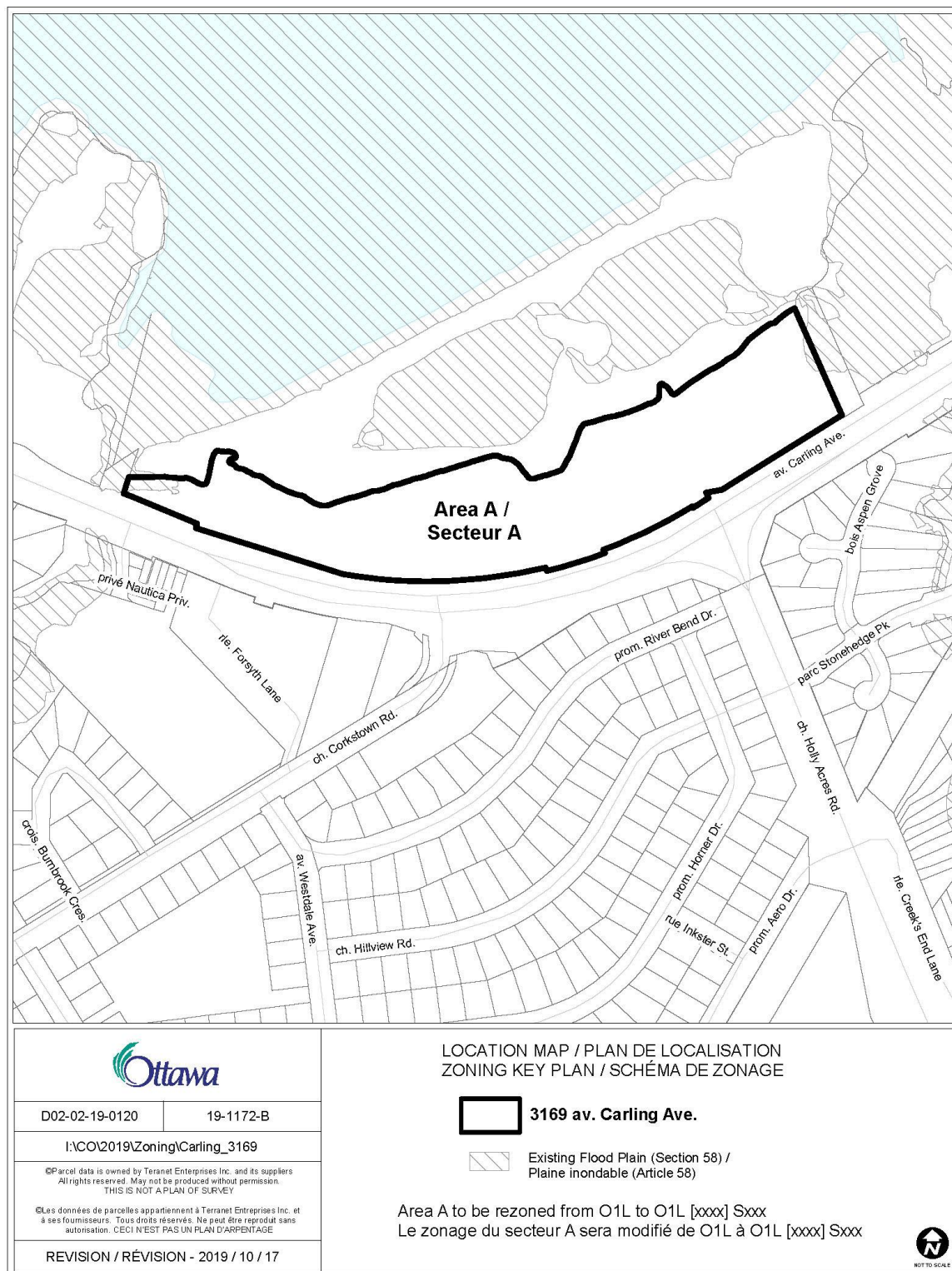
DISPOSITION

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map and Zoning Key Plan



Document 2 – Details of the Recommended Zoning

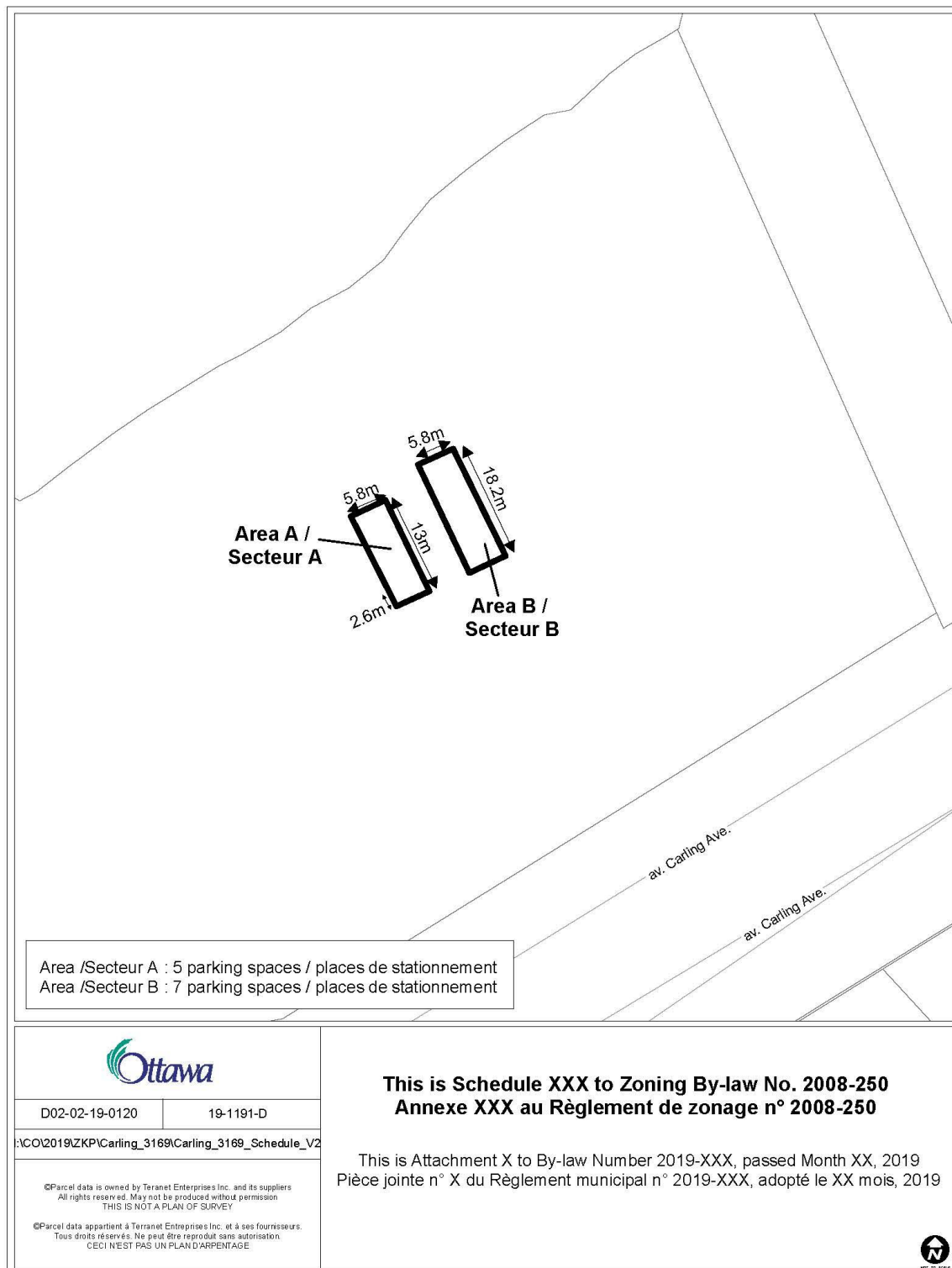
The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 3169 Carling Avenue:

1. Rezone the property from O1L to O1L[xxxx] Sxxx as shown in Document 1.
2. Amend Section 239 – Urban Exceptions, by adding a new exception as follows:
 - (a) In Column V, add provisions similar in effect to the following:

“temporary non-accessory parking” is permitted subject to the following:

 - i. A maximum of 11 non-accessory parking spaces, including one accessible parking space, are permitted in the location of the existing parking identified on Schedule xxx for a temporary period of three years from the date of the passing of this by-law.
3. Add a new Schedule xxx under Part 17 – Schedules, as shown in Document 3.

Document 3 – Parking Location Schedule



Document 4 – Aerial Parking Location Map

