



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: September 18, 2015
Contact: Kent Munro
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VanRIMS No.: 08-2000-20
Meeting Date: September 29, 2015

TO: Vancouver City Council

FROM: General Manager of Planning and Development Services, in consultation with the General Manager of Engineering Services

SUBJECT: CD-1 Text Amendment: 3837 Point Grey Road (Jericho Tennis Club)

RECOMMENDATION

- A. THAT the application by Proscenium Architecture + Interiors Inc., on behalf of Jericho Tennis Club Inc., to amend the text of CD-1 (Comprehensive Development) District (421) By-law No. 8893 for 3837 Point Grey Road [*PID: 023-913-118, Parcel A, District Lot 448, 538 and 6882, Group 1, New Westminster District, Plan LMP35211*] to allow a reduced parking requirement for the Jericho Tennis Club in exchange for provision of additional bicycle parking spaces and end-of-trip facilities, be referred to a public hearing together with:
- (i) draft by-law amendments generally as presented in Appendix A; and
 - (ii) the recommendation of the General Manager of Planning and Development Services to approve the application;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary amending by-law generally in accordance with Appendix A for consideration at the public hearing.

- B. THAT, subject to enactment of the by-law to amend the CD-1 By-law, the Parking By-law be amended to include this CD-1 in Schedule C and to provide parking regulations generally as set out in Appendix A;

FURTHER THAT the Director of Legal Services be instructed to bring forward the necessary amendment to the Parking By-law at the time of enactment of the by-law to amend the CD-1 By-law.

- C. THAT Recommendation A and B be adopted on the following conditions:
- (i) THAT the passage of the above resolutions creates no legal rights for the applicant or any other person, or obligation on the part of the City; any expenditure of funds or incurring of costs is at the risk of the person making the expenditure or incurring the cost;
 - (ii) THAT any approval that may be granted following the Public Hearing shall not obligate the City to enact a by-law rezoning the property, and any costs incurred in fulfilling requirements imposed as a condition of rezoning are at the risk of the property owner;
 - (iii) THAT the City and all its officials, including the Approving Officer, shall not in any way be limited or directed in the exercise of their authority or discretion, regardless of when they are called upon to exercise such authority or discretion.

REPORT SUMMARY

This report assesses an application by Proscenium Architecture + Interiors Inc. on behalf of the Jericho Tennis Club to amend the parking provisions for the site as contained in CD-1 (421) By-law No. 8893 for 3837 Point Grey Road. The application proposes to reduce the total parking required from 160 spaces to 125 spaces in exchange for provision of additional bicycle parking spaces and end-of-trip facilities. The proposal aligns with the directions of the City's Transportation 2040 objectives. Staff recommend that the application be referred to a public hearing, with the recommendation of the General Manager of Planning and Development Services to approve it, subject to the public hearing.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

- CD-1 (421) (By-law No. 8893, enacted July 6, 2004 and amended up to and including By-law No. 10796, enacted October 8, 2013)
- Transportation 2040 (approved October 31, 2012)
- Rezoning Policy For Sustainable Large Developments (approved December 15, 2010 and amended up to December 16, 2014)

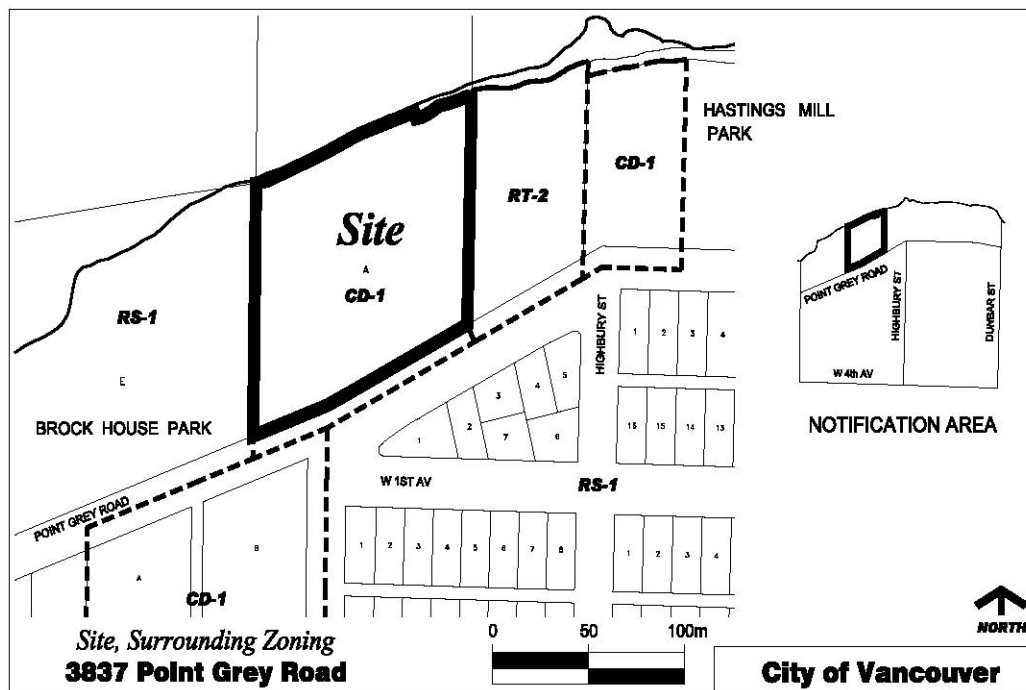
REPORT

Background/Context

This 13,135 m² (3.25 acre) site is located on the north side of Point Grey Road. The site is bounded by Brock House to the west, English Bay to the north and the Royal Vancouver Yacht Club to the east (see Figure 1). The Jericho Tennis Club building is located at the north end of the site and was completed in 1999. Various activities are housed over three levels, including squash courts, fitness facilities, social areas including pub and restaurant facilities, change rooms, and an administration area. Tennis courts occupy the south portion of the site. There are three sets with four courts in each, for a total of 12 courts.

The Jericho Tennis Club has operated on this site since 1916 with the current clubhouse constructed in 1999. In June 2011, the club applied to amend the CD-1 By-law to allow for implementation of a master plan for the site that contemplated a series of minor expansions intended to improve the facilities for the existing membership. Included was a third seasonal bubble to cover the easterly set of tennis courts. These amendments were approved and enacted in October 2013. The CD-1 By-law requires that, prior to constructing the additional floor area approved in 2013, vehicle parking on the site must be increased from the existing 126 spaces to 160 spaces.

Figure 1: Site and Surrounding Zoning



Strategic Analysis

Proposal

Since the last CD-1 By-law amendments in 2013, Jericho Tennis Club has decided to take a different approach to meeting its transportation needs. The strategy is to be less reliant on on-site parking and encourage more cycling. It is inspired by Transportation 2040 which calls for improved bicycle facilities and by the Rezoning Policy For Sustainable Large Developments which recognizes Transportation Demand Management as a means to reduce parking demand. The current application is to amend the by-law to reduce the total parking required on the site from 160 spaces to 125 spaces. In exchange, a total of 30 Class A bicycle spaces (27 more spaces than required) would be provided, along with end-of-trip facilities. (See Appendix B) The club proposes to construct a bicycle room under the middle set of tennis courts, accessed from the existing underground parking. The room would contain bicycle spaces, lockers, a bike repair station and two washrooms with showers (one being a universal washroom). One existing parking space would be displaced to create the new bike room; the parking on the site would reduce from 126 to 125 spaces. Under this proposal, no new parking would be

added when the club undertakes the minor expansions permitted by the 2013 amendments, provided that the club constructs the 30-space bike room.

The club's transportation consultant, Bunt & Associates, has examined parking demand at the club and determined that it can be accommodated within the existing supply on site, with the only exception being on Friday evenings when there is an event at the club. On these Friday evenings, the majority of additional parking demand (i.e. 15 to 20 vehicles) utilizes a City-owned parking lot located 100 m to the west of the club or on Point Grey Road. Only around 5 to 10 vehicles associated with the club were estimated to park on the street at peak times. The consultant found that the City-owned car park was underused at all times of their survey, including 25% occupancy at the peak times for the club on the Friday, and that there is scope to encourage greater use of this lot by members. The club has implemented a procedure to reimburse members the fees for parking in the City-owned lot.

Staff have considered the use of this City-owned lot for the club's overflow parking and have determined that it is an acceptable solution. The lot has 175 spaces and is intended to serve Jericho Beach and Brock House. The operator, EasyPark, has confirmed for the City that the lot is approximately 50% full on Thursday evenings, and approximately 25% full on Friday and Saturday evenings during spring and summer, with lesser percentages in the fall and winter months. The lot typically has sufficient capacity to serve park users and guests of functions at Brock House, as well as provide overflow parking for Jericho Tennis Club and the Royal Vancouver Yacht Club. Additional public parking is available along Point Grey Road, in the blocks west of Alma Street. The local streets to the south have resident-only parking designations, minimizing spillover into the neighbourhood.

Figure 2: Site Context



Also since the 2011 rezoning application, a dedicated bikeway along Point Grey Road has been developed in front of the subject site. The transportation consultant reports that this bikeway is well used with 280 to 290 cyclists per hour at peak times. They note that the Greenway/Bikeway changes to Point Grey Road have had a positive influence at the club, with increasing bicycle use by members. This mode for the club now stands at 6% of trips during the summer.

The transportation consultant's report recommends transportation demand management options for the club, some of which are already implemented:

1. Bicycle storage and end-of-trip facilities (as proposed in the current application).
2. Incentive for members to walk or cycle: the club will encourage members to walk or cycle to the club with incentives, for example, holding a monthly raffle during the spring/summer months (April to September).
3. Information for cyclists: the club can provide bike route maps and general information material to promote cycling.
4. Cycling for staff: the club would work with employees to see how they can continue cycle ridership numbers, currently at 15% in the summer months.
5. Employer Pass Program (TransLink)
6. Preferential parking: the club can explore (internally with members) ways to encourage group travel to the club together (i.e. 3+ people in a vehicle), especially during peak periods.
7. Reimburse car park charges (already in place).
8. Monitoring and promotional program.

Implementation of these transportation demand management options will bring the site into closer compliance with the Rezoning Policy For Sustainable Large Developments which calls for sites over 8,000 m² (2.0 acres) in size to undertake measures to encourage greener modes of transportation.

Figure 3 compares the required, existing and proposed parking for vehicles and bicycles. The club is not required to provide any Class B bicycle spaces, however there are 82 of these externally located spaces within the existing bike racks on the site. Existing racks near the building's front entry can also be used by non-members, as there is a beach access point at this location, usable by the public.

Figure 3: Vehicle and Bicycle Parking

	REQUIRED Parking By-law		EXISTING on site		PROPOSED	
Vehicle Parking	Total (in CD-1 By-law	146* 160)	Total	126	Total	125
Bicycle Parking	Class A	3	Class A	0	Class A	30
	Class B	0	Class B	82	Class B	82

* With expansions proposed in 2011, the Jericho Tennis Club was assessed under the Parking By-law as requiring 146 vehicle parking spaces. The 2011 proposal included increasing parking to the 160 spaces. This became the requirement in the CD-1 By-law as amended in 2013.

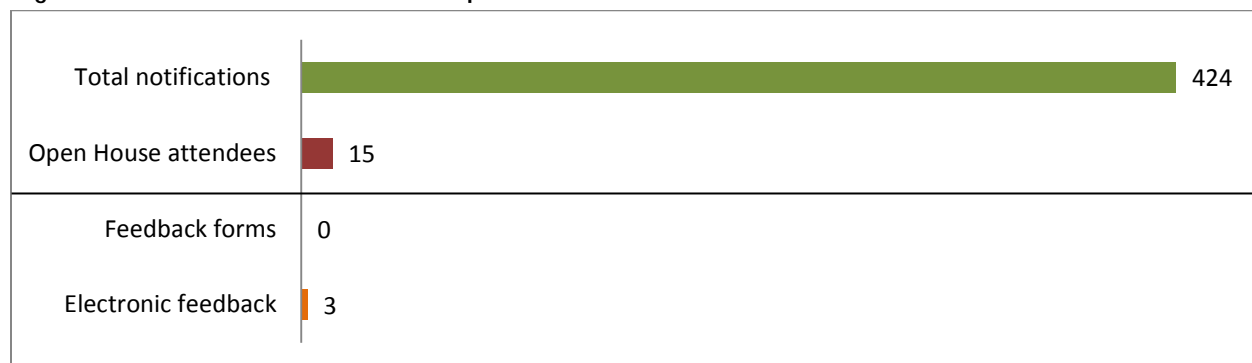
The proposed strategy that shifts from provision of extra parking to provision of improved cycling facilities is consistent with Council’s “Transportation 2040 Plan” approved in October 2012. This long-term strategic vision for the city guides transportation and land use decisions, and public investments for the years ahead. The plan sets long-term targets and includes both high-level policies and specific actions to achieve this vision. Section C2 of the plan includes policy to provide abundant and convenient bicycle parking and end-of-trip facilities. It states that *“people need convenient places to securely park their bicycle when they reach their destination—whether for five minutes or for the entire day. End-of-trip facilities such as change rooms and gear storage facilities, and in some cases showers, may also be useful for some commuters who travel at high speed over longer distances or in rainy weather.”* The addition of secured bicycle parking and end-of-trip facilities at this site will aid in encouraging club members and staff to commute by bicycle.

Staff support the proposed parking amendments outlined above and recommend that the draft by-law amendments in Appendix A be referred to public hearing. The amendments entail removing the “Parking, Loading, and Bicycle Storage” section from the CD-1 By-law and adding the revised parking requirement to Schedule C of the Parking By-law. This is consistent with the current practice that parking provisions for CD-1 districts be contained within the Parking By-law, rather than in the zoning by-law. Should the amendments be approved, the construction of the proposed bike room with 30 Class A bicycle spaces would have to occur as part of the first development permit application to increase floor space at the club.

Public Input

Notices of the rezoning application and the public open house were distributed within the neighbouring area (see Figure 1) on June 24, 2015. Information about the application, as well as an online comment form, was provided on the City of Vancouver Rezoning Centre webpage. A community open house was held July 7, 2015 and attended by 15 people. Three email responses were received by staff which cited concerns over insufficient street parking in the neighbourhood. Some local residents present at the open house were concerned that parking may be reduced on the site. When they learned that with the exception of the one vehicle space displaced for the bike room, parking would remain as is, they were satisfied with and supportive of the proposal.

Figure 4: Notification and Public Response



PUBLIC BENEFITS

Development Cost Levies (DCLs) – Development Cost Levies (DCLs) are a growth-related charge on new development and were paid on the development at the development permit stage, following enactment of the initial rezoning to a new CD-1 (Comprehensive Development) District. As this application proposes amendments to parking requirements, with no addition of floor area, there is no DCL payable.

Community Amenity Contribution (CAC) - Within the context of the City's Financing Growth Policy, an offer of a Community Amenity Contribution to address the impacts of rezoning can be anticipated from the owner of a rezoning site. CAC offers typically include either the provision of on-site amenities or a cash contribution towards other public benefits; and they take into consideration community needs, area deficiencies and the impact of the proposed development on City services. No CAC is anticipated in amending the parking requirements for this site.

Implications/Related Issues/Risk (if applicable)

Financial

As noted in the Public Benefits Section above, there are no additional Community Amenity Contributions or Development Cost Levies associated with the proposed CD-1 text amendment.

CONCLUSION

Staff have reviewed the application to amend the CD-1 (421) for 3837 Point Grey Road to revise the parking requirement to allow Jericho Tennis Club to provide a reduced number of parking spaces in exchange for provision of 30 additional Class A bicycle parking spaces and end-of-trip facilities. The revisions align with the Transportation 2040 strategy and with the Rezoning Policy For Sustainable Large Developments. Approval of these amendments would not have any implications for the approved floor area, density or form of development. The General Manager of Planning and Development Services recommends that the application be referred to public hearing, together with the draft by-law provisions generally as set out in Appendix A and, subject to the public hearing, that it be approved.

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3837 Point Grey Road
DRAFT BY-LAW AMENDMENTS

CD-1(421) BY-LAW NO. 8893

Note: An amending by-law will be prepared generally in accordance with the provisions listed below, subject to change and refinement prior to posting.

1. This By-law amends the indicated provisions of By-law No. 8893.
2. Remove Section 6, "Parking, Loading, and Bicycle Storage".
3. Re-number sections 7, 8 and 9 as 6, 7 and 8 respectively.

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PARKING BY-LAW NO. 6059

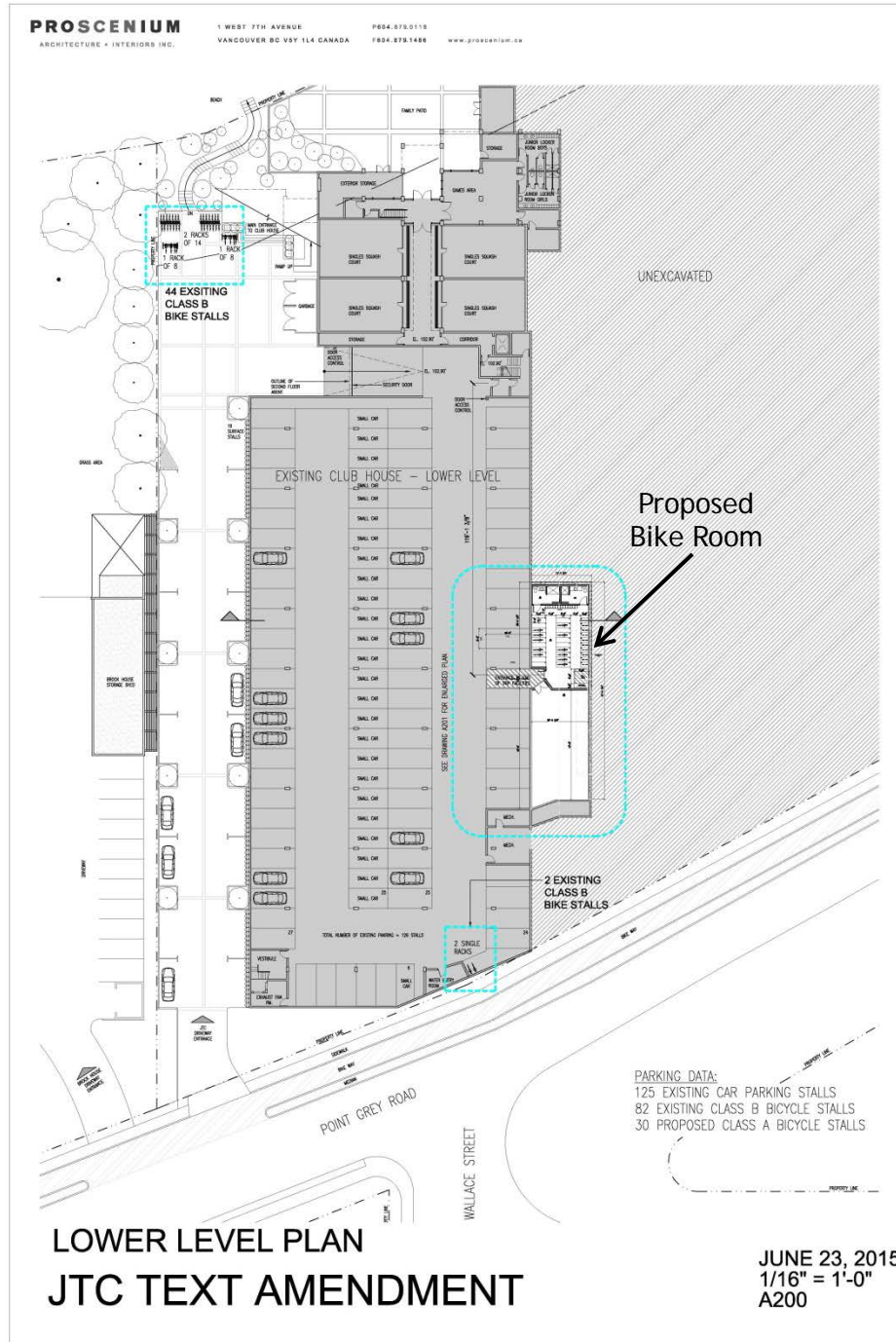
Schedule C
CD-1 District Parking Requirements

1. Add the following to Schedule C.

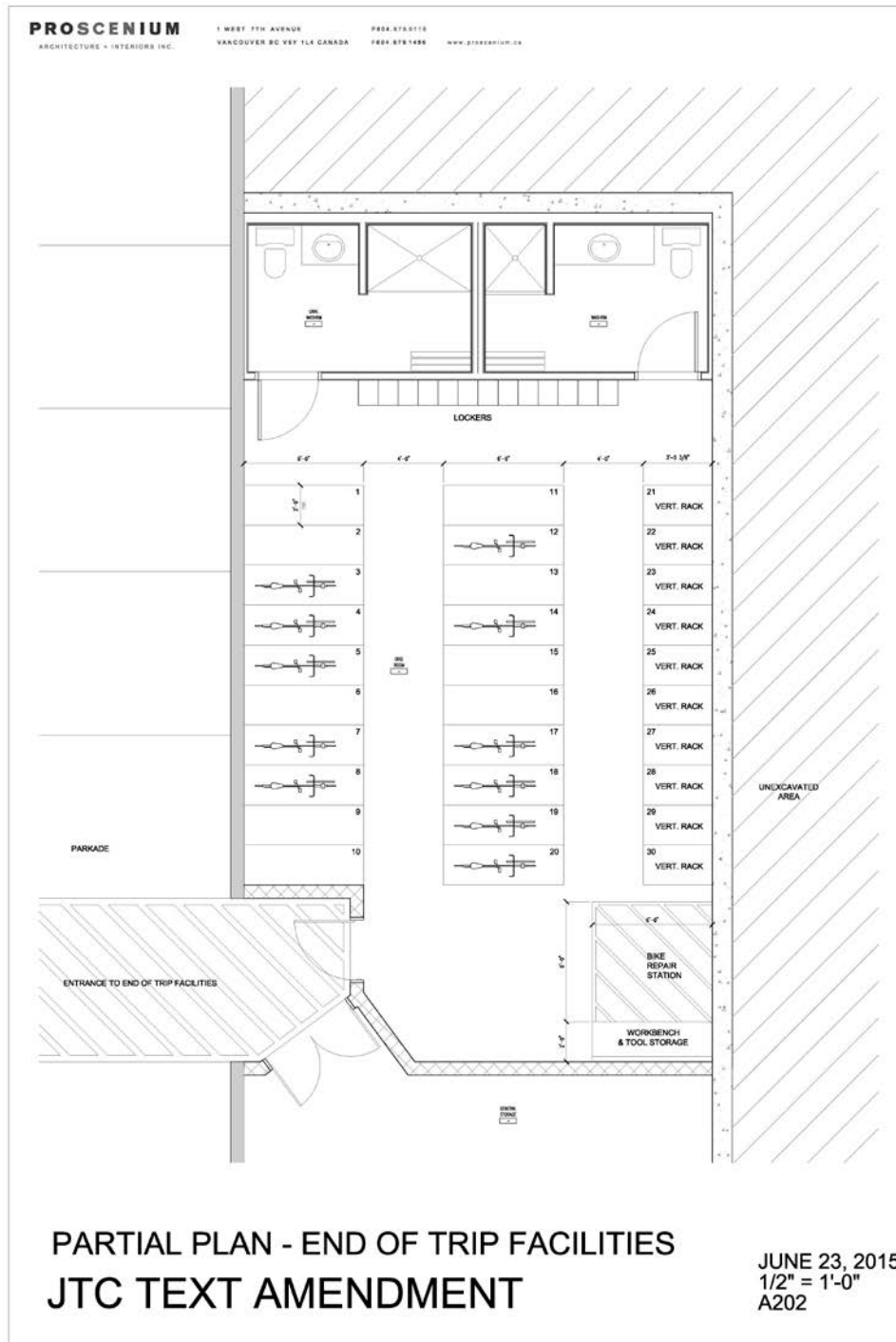
Address	By-law No.	CD-1 No.	Parking Requirements
3837 Point Grey Road (Jericho Tennis Club)	(8893)	(421)	Parking, loading and bicycle spaces in accordance with by-law requirements on [<i>date of enactment</i>], except that, if a total of 30 Class A bicycle parking spaces are provided, the minimum vehicle parking requirement is 125 spaces.

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PARKING PLAN - JERICHO TENNIS CLUB



DETAIL OF PROPOSED BIKE ROOM



**3837 Point Grey Road
APPLICANT, PROPERTY, AND DEVELOPMENT PROPOSAL INFORMATION**

APPLICANT AND PROPERTY INFORMATION

Street Address	3837 Point Grey Road
Legal Description	PID: 023-913-118, Parcel A, PLAN LMP35211, District Lot 448, 538 and 6882, New Westminster District
Applicant	Proscenium Architecture + Interiors Inc.
Property Owner	Jericho Tennis Club
Occupant	Jericho Tennis Club

SITE STATISTICS

SITE AREA	141,383 sq. ft. (13,135 m ²)
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DEVELOPMENT STATISTICS

	Permitted Under Existing Zoning	Proposed
Zoning	CD-1	CD-1 (amended) Parking By-law (Schedule C)
Parking, Loading, and Bicycle Storage	Parking, loading and bicycle spaces must be provided in accordance with the Parking By-law, except there must be at least 160 parking spaces of which at least 141 must be located underground.	Parking, loading and bicycle spaces in accordance with the Parking By-law, except that, if a total of 30 Class A bicycle parking spaces are provided, the minimum vehicle parking requirement is 125 spaces.

	REQUIRED		EXISTING		PROPOSED	
Vehicle Parking	Total	146	Total	126	Total	125
Bicycle Parking	Class A	3	Class A	0	Class A	30
	Class B	0	Class B	82	Class B	82

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