



POLICY REPORT
DEVELOPMENT AND BUILDING

Report Date: July 13, 2015
Contact: Susan Haid
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VanRIMS No.: 08-2000-20
Meeting Date: July 21, 2015

TO: Vancouver City Council

FROM: General Manager of Planning and Development Services

SUBJECT: CD-1 Rezoning: 6929-6969 Cambie Street and 515 West 54th Avenue

RECOMMENDATION

A. THAT the application by Mosaic 54th Ave Holdings Ltd., to rezone 6929-6969 Cambie Street and 515 West 54th Avenue [*Lots 22 to 25, Block 896, District Lot 526, Plan 10198; PIDs 009-592-792, 005-600-146, 009-592-806 and 002-620-341 respectively*] from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District, to increase the floor space ratio from 0.70 to 2.60 and the height from 10.7 m (35 ft.) to 22.3 m (73 ft.) to permit the development of two six-storey residential buildings with one two-storey townhouse and one two-storey amenity building fronting the rear lane, containing a total of 72 dwelling units, be referred to a Public Hearing together with:

- (i) plans prepared by Ramsay Worden Architects Ltd., received on March 2, 2015;
- (ii) draft CD-1 By-law provisions, generally as presented in Appendix A; and
- (iii) the recommendation of the General Manager of Planning and Development Service to approve the application, subject to the conditions contained in Appendix B;

FURTHER THAT the Director of Legal Services be instructed to prepare the necessary CD-1 By-law generally in accordance with Appendix A for consideration at Public Hearing.

B. THAT, subject to the enactment of the CD-1 By-law, the Subdivision By-law be amended generally as set out in Appendix C;

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

- C. THAT, if the application is referred to Public Hearing, the registered owner shall submit confirmation, in the form of a "Letter A", that an agreement has been reached with the registered owner(s) of the proposed donor site(s) for the purchase of heritage bonus density as set out in Appendix B.
- D. THAT Recommendations A to C 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 and the expenditures of funds of incurring of costs is at the sole risk of the person making the expenditures 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 sole risk of the property owner; and
 - (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 evaluates an application to rezone four lots located at 6929-6969 Cambie Street and 515 West 54th Avenue from RS-1 (One-family Dwelling) District to CD-1 (Comprehensive Development) District, to permit the development of two six-storey residential buildings with one two-storey townhouse and one two-storey amenity building fronting the rear lane, containing a total of 72 dwelling units all over one level of underground parking. The site is located within the Langara neighbourhood of the Cambie Corridor Plan.

Staff have assessed the application and find that it meets the intent of the Cambie Corridor Plan. Staff support the application, subject to design development and other conditions outlined in Appendix B, which would result in a reduction in the proposed density from a floor space ratio (FSR) of 2.65 to 2.60. These design conditions would require increased setbacks for the interior courtyard and would improve the relationship with neighbouring properties and along the flanking lane.

Staff support the application, subject to rezoning conditions outlined in Appendix B and recommend that it be referred to Public Hearing, with the recommendation of the General Manager of Planning and Development Services to approve it, subject to the Public Hearing, and subject to the conditions of approval outlined in Appendix B.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

Relevant Council Policies for this site include:

- Cambie Corridor Plan (2011)
- Riley Park-South Cambie Community Vision (2005)
- Green Building Rezoning Policy (2010, last amended 2014)
- Vancouver Neighbourhood Energy Strategy (2012)
- Community Amenity Contributions Through Rezoning (1999, last amended 2014)
- High-Density Housing for Families with Children Guidelines (1992)
- Heritage Amenity Bank and Transfer of Density (2013)

REPORT

Background/Context

1. Site and Context

This 2,896.5 m² (31,179 sq. ft.) site is located on the northwest corner of Cambie Street and 54th Avenue (see Figure 1). The site is comprised of four lots and has 73.2 m (240 ft.) of frontage along Cambie Street and 39.6 m (130 ft.) along 54th Avenue. The 49th Avenue/Langara Canada Line Station is located north along Cambie Street. Directly south across 54th Avenue is Cambie Park and directly east across Cambie Street is the Langara Golf Course and perimeter trail. Detached housing is located to the north and west of the site. Along Cambie Street to the north, sites are included in Phase 2 of the Cambie Corridor Plan and can be considered for rezoning for new residential developments up to six storeys. Sites to the west will be the subject of Phase 3 planning for the Cambie Corridor which was launched in April, 2015.

Figure 1: Site and surrounding zoning (including notification area)



2. Policy Context

In 2011, Council adopted Phase 2 of the Cambie Corridor Plan (the "Plan"). Subsequent to a comprehensive planning process, the Phase 2 work identified land uses, density ranges, building heights and building forms for sites along the arterial streets within the Cambie Corridor.

Section 4 of the Plan (the "Neighbourhoods" section) provides direction for development in each area of the corridor, including neighbourhood character, public realm and urban design principles. The subject site is located within the "Langara" neighbourhood. In this area, new mid-rise residential buildings are called for to enhance the green, park-like setting with landscaped front-yard setbacks and wide sidewalks.

Subsection 5.4.3 of the Plan specifically supports residential buildings up to six storeys in height in this area. A density range of 1.5 to 2.0 floor space ratio (FSR) is suggested in the Plan, but is not a maximum. Supportable density is to be determined by analysis based on site-specific urban design and public realm performance.

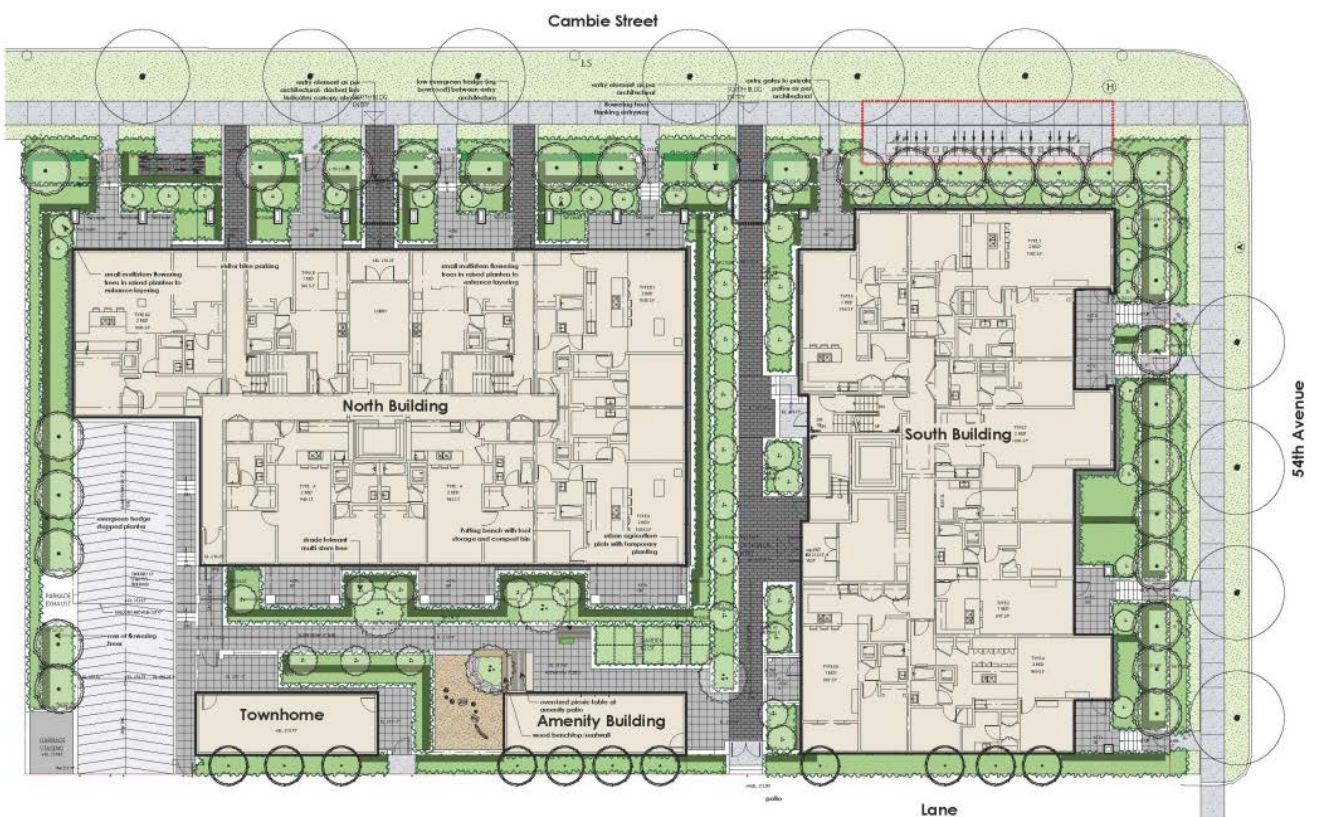
The housing strategy in the Plan also calls for a minimum of 25% of the units be suitable for families (two bedrooms or more). This application proposes that 63 of the 72 units (88%) be two- or three-bedroom units, and suitable for families with children. A condition of approval has been added in Appendix B to ensure that this unit mix is maintained.

Strategic Analysis

1. Proposal

The application proposes to rezone four lots located at 6929-6969 Cambie Street and 515 West 54th Avenue from RS-1 (One-Family Dwelling) District to CD-1 (Comprehensive Development) District. Two residential buildings six-storeys in height are proposed. At the rear of the site, fronting onto the lane, one two-storey townhouse and one two-storey amenity building are proposed (see Figure 2). In total, the application proposes 72 dwelling units (9 one-bedroom, 55 two-bedrooms, and 6 three-bedroom units) with one level of underground parking accessed from the rear lane at the north end of the site.

Figure 2: Site Plan



2. Land Use and Density

The proposed residential land use and density are generally consistent with the Cambie Corridor Plan. The Plan indicates that supportable density on any particular site is to be determined by analysis of site-specific urban design and public realm performance. The ultimate floor space ratio may be higher than the estimated range noted in the Plan as long as the built-form guidelines have been successfully achieved. Staff have concluded that, based on the proposed built form and setbacks and a reduction in massing (detailed below), a density of 2.60 FSR is appropriate for this site, subject to design conditions noted in Appendix B.

3. Form of Development (refer to drawings in Appendix E)

The application proposes the construction of two six-storey buildings along Cambie Street north of 54th Avenue, and two two-storey buildings facing the lane (one townhouse and one amenity building). The two six-storey buildings generally follow the height limits, form of development guidelines and setbacks set out in the Cambie Corridor Plan and adheres to the maximum building frontage of 150 feet (45.7 m). The townhouses meet the built form guidelines for height, however, the courtyard width of 18 ft. is less than the recommended minimum of 24 ft.

This proposal presents six storeys along 54th Avenue stepping down to two storeys at the rear lane. While there is no specific guideline for building elements that extend along the flanking avenues found within the plan, these elements are considered on a case-by-case basis and are intended to demonstrate an appropriate response to the site and its context. As the subject site is visually prominent to the northbound portion of Cambie Street, a strong presence along 54th Avenue helps frame the corner and provide a successful interface between the site and Cambie Park.

The Urban Design Panel reviewed and supported this application on March 11, 2015 (Appendix D). Staff conclude that the design generally responds well to the expectations set forth in the Cambie Corridor Plan and support this application subject to the conditions in Appendix B, which include increasing and improving the interior courtyard and increasing upper level setbacks to better respond to the immediate context including adjacent properties.

4. Transportation and Parking

Vehicle and bicycle parking are proposed within an underground parking garage accessed by a ramp at the rear lane at the northwest corner of the site. The application proposes 83 parking spaces and 90 bicycle storage spaces. Engineering Services has reviewed the rezoning application and have no objections to the proposed rezoning provided that the applicant satisfies the rezoning conditions included in Appendix B.

5. Environmental Sustainability

The Green Building Policy for Rezoning (amended by Council on June 25, 2014) requires that rezoning applications achieve a minimum of LEED® Gold rating, with targeted points for water efficiency and stormwater management and a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, along with registration and application for certification of the project. The applicant submitted a preliminary LEED® for Home Mid-rise scorecard, which generally conforms to the Green Building Policy for Rezoning, indicating that the project

could attain the required LEED® points and, therefore, would be eligible for a LEED® Gold rating.

The Greenest City Action Plan seeks to reduce city-wide greenhouse gas emissions by 33% or 1,110,000 tonnes of CO₂ per year by 2020. Neighbourhood Energy Systems (NES) are targeted to deliver 11% of this reduction by more efficiently delivering thermal energy to connected buildings while also incorporating low carbon energy sources into the NES network. Under the Cambie Corridor Plan, all new buildings must be readily connectable to a neighbourhood energy system (NES) when available and agreements are required to ensure this. In October 2012, Council adopted the Vancouver Neighbourhood Energy Strategy which identified the Cambie Corridor as one of three target areas for NES development. Conditions of rezoning having been incorporated in Appendix B that provide for NES compatibility, immediate connection to the City's designated NES utility provider, if available, and future connection, if not immediately available.

The Cambie Corridor Plan also requires a deconstruction plan for diverting demolition waste. A condition of rezoning in Appendix B requires a Recycling and Reuse Plan for Green Demolition/Deconstruction, for demolition of existing buildings on site, to recycle/reuse at least 75% of demolition waste (excluding hazardous materials).

PUBLIC INPUT

Public Notification — The City of Vancouver Rezoning Centre webpage included notification and application information as well as an online comment form. A rezoning information sign was also posted on the site. A community open house was held from 5-8 pm on January 29, 2015, at the Peretz Centre at 6184 Ash Street. A total of 313 notifications were distributed within the neighbouring area on or about January 15, 2015. Staff, the applicant team, and a total of 22 people attended the Open House.

Public Response and Comments — The City received a total of 11 responses to the application, by email or comment form. Comments with respect to the application focused on:

- Support for the proposed development and its character that would improve the area and bring additional population and resources from the City to the neighbourhood.
- A request for sites along Ash Street to be rezoned to allow for townhouses. Staff note that planning for Phase 3 of the Cambie Corridor will consider these sites across from the application site along Ash Street. Planning for Phase 3 of Cambie Corridor is now underway.
- Concern regarding traffic impacts related to construction of new developments along Cambie Street. Staff note that each major development within the City of Vancouver is required to provide a construction management plan to mitigate impacts associated with construction vehicles and activities.
- Concern that the proposed parking will be insufficient for the development. The application will meet the requirements for vehicle and bicycle parking under the Parking By-law.
- Concern that existing amenities and infrastructure are insufficient for additional density and developments being approved under the Cambie Corridor Plan. Staff note that planning for Phase 3 of the Cambie Corridor Plan will provide a detailed public benefits strategy to deliver infrastructure and public benefits improvements over the long term.

- Concern that the proposed location of the underground parking ramp will impact adjacent properties to the north. Staff note that the location at the interior lane edge of the site is typical for new multi-family developments.

PUBLIC BENEFITS

In response to City policies which address changes in land use and density, this rezoning application offers the following public benefits.

Required Public Benefits:

Development Cost Levies (DCLs) — Development Cost Levies collected from development help pay for facilities made necessary by growth, including parks, childcare facilities, replacement housing (social/non-profit housing) and various engineering infrastructure. This site is subject to the City-wide DCL rate which is currently \$138.53/m² (\$12.87/sq. ft.). On this basis, a DCL of approximately \$1,043,307 is anticipated.

DCLs are payable at building permit issuance and are subject to an annual inflationary adjustment which takes place on September 30th of each year. When a DCL By-law with higher rates is introduced, a number of rezoning, development permit and building permit applications may be at various stages of the approval process. An application may qualify as an in-stream application and therefore may be exempt from DCL rate increases for a period of 12-months from the date of DCL bylaw rate amendment provided that it has been submitted prior to the adoption of annual DCL By-law rate adjustments.

If a related building permit application is not issued within the 12-month period, the rate protection expires and the new DCL rate will apply.

Public Art Program — The Public Art Policy for Rezoned Development requires that rezonings involving a floor area of 9,290.0 m² (100,000 sq. ft.) or greater allocate a portion of their construction budgets to public art as a condition of rezoning. The proposed floor area is below this threshold therefore there is no public art requirement.

Offered Public Benefits:

Community Amenity Contribution (CAC) — Within the context of the City's Financing Growth Policy and the Cambie Corridor Plan, 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.

In order to provide more certainty and clarity as sites along the Cambie Corridor redevelop, and to improve processing efficiency for rezoning applications, an approach to CACs based on a target CAC rate has been implemented. This rate is the basis for all four to six storey residential rezoning proposals within the Cambie Corridor Plan's Phase 2 area. The applicant has offered a total CAC package of \$3,258,200 using the target CAC rate of \$55 per square foot based on the net additional increase in floor area (59,240 sq. ft.).

Heritage Density — On September 25, 2013, Council approved amendments to the Transfer of Density Policy and Procedure to allow for the transfer of heritage amenity to be considered in rezonings on a citywide basis. The applicant has offered to purchase heritage amenity density with a value of \$325,820 being equivalent to 466 m² (5,013 sq. ft.) of floor area. The purchase would support citywide heritage conservation efforts by contributing to the reduction of the Heritage Amenity Bank. Staff support a heritage density transfer being part of the public benefits delivered by this application and recommend that a letter of intent (Letter A) be submitted prior to the Public Hearing.

In addition to the transfer of heritage density valued at \$325,820, which represents 10% of the total CAC package, the applicant has offered a cash CAC of \$2,932,380. Staff recommend that the cash CAC be allocated to the following identified community needs:

- \$1,629,100 (50% of total CAC package) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area; and
- \$1,303,280 (40% of total CAC package) to childcare and community facilities in and around the Cambie Corridor Plan area.

The allocations recommended by staff are consistent with the Interim Public Benefits Strategy included in the Cambie Corridor Plan. Planning for Phase 3 of Cambie Corridor is currently underway and will deliver a comprehensive Public Benefits Strategy that identifies projects eligible for DCL and/or CAC funding. See Appendix F for a summary of the public benefits that would be achieved should this application be approved.

Implications/Related Issues/Risk (if applicable)

Financial

As noted in the section on Public Benefits, the applicant has offered a CAC package of \$3,258,200, comprised of:

In-kind CAC:

- Purchase and transfer of approximately 466 m² (5,013 sq. ft.) of heritage density valued at \$325,820 (10%).

Cash CAC to be allocated as follows:

- \$1,629,100 (50%) to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area; and
- \$1,303,280 (40%) to childcare and community facilities in and around the Cambie Corridor Plan area.

Approval and timing of specific projects will be brought forward as part of the Capital Plan and Budget process.

The site is subject to the Citywide CDL District and it is anticipated that the application will generate approximately \$1,043,307 in DCLs.

CONCLUSION

Staff assessment of this rezoning application has concluded that the proposed form of development is an appropriate urban design response to the site and its context and that the application, along with the recommended conditions of approval which include a reduction in the permitted density to 2.60 FSR, is consistent with the Cambie Corridor Plan with regard to land use, density, height and form.

The General Manager of Planning and Development Services recommends that the rezoning application be referred to a Public Hearing, together with a draft CD-1 By-law generally as set out in Appendix A. Further it is recommended that, subject to the Public Hearing, the application including the form of development as shown in the plans in Appendix E, be approved in principle, subject to the applicant fulfilling the conditions of approval in Appendix B.

* * * * *

6929-6969 Cambie Street and 515 West 54th Avenue
DRAFT CD-1 BY-LAW PROVISIONS

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

Zoning District Plan Amendment

1. This By-law amends the Zoning District Plan attached as Schedule D to By-law No. 3575, and amends or substitutes the boundaries and districts shown on it, according to the amendments, substitutions, explanatory legends, notations, and references shown on the plan marginally numbered Z-() attached as Schedule A to this By-law, and incorporates Schedule A into Schedule D, to By-law No. 3575.

[Note: Schedule A, not attached to this appendix, is a map that amends the City of Vancouver zoning map. Should the rezoning application be referred to Public Hearing, Schedule A will be included with the draft by-law that is prepared for posting.]

Uses

- 2.1 The description of the area shown within the heavy black outline on Schedule A is CD-1 ().
- 2.2 Subject to Council approval of the form of development, to all conditions, guidelines and policies adopted by Council, and to the conditions set out in this By-law or in a development permit, the only uses permitted within CD-1 (), and the only uses for which the Director of Planning or Development Permit Board will issue development permits are:
 - (a) Multiple Dwelling; and
 - (b) Accessory Uses customarily ancillary to the uses permitted in this section.

Conditions of Use

3. The design and layout of at least 25% of the dwelling units must:
 - (a) be suitable for family housing;
 - (b) include two or more bedrooms; and
 - (c) comply with Council's "High Density Housing for Families with Children Guidelines".

Floor Area and Density

- 4.1 Computation of floor area must assume that the site consists of 2,896.5 m², being the site size at the time of the application for the rezoning evidenced by this By-law, and before any dedications.
- 4.2 The floor space ratio for all uses must not exceed 2.60.
- 4.3 Computation of floor area must include all floors, including earthen floor, above and below ground level, having a minimum ceiling height of 1.2 m, measured to the extreme outer limits of the building.
- 4.4 Computation of floor area must exclude:
 - (a) open residential balconies or sun decks and any other appurtenances which, in the opinion of the Director of Planning, are similar to the foregoing, except that the total area of all such exclusions must not exceed 12% of the permitted floor area;
 - (b) patios and roof gardens, if the Director of Planning first approves the design of sunroofs and walls;
 - (c) where floors are used for off-street parking and loading, the taking on or discharging of passengers, bicycle storage, heating and mechanical equipment, or uses, which in the opinion of the Director of Planning are similar to the foregoing, those floors or portions thereof so used, which are at or below base surface, except that the maximum exclusion for a parking space must not exceed 7.3 m in length; and
 - (d) all residential storage above or below base surface, except that if the residential storage space above base surface exceeds 3.7 m² per dwelling unit, there will be no exclusion for any of the residential storage for that unit.
- 4.5 Computation of floor area may exclude:
 - (a) amenity area, except that the total exclusion for amenity areas must not exceed 10% of permitted floor area.
- 4.6 The use of floor area excluded under section 4.4 or section 4.5 must not include any use other than that which justified the exclusion.

Building Height

5. Building height, measured from base surface, must not exceed 22.3 m.

Horizontal Angle of Daylight

- 6.1 Each habitable room must have a least one window on an exterior wall of a building.

- 6.2 The location of each such exterior window must allow a plane or planes extending from the window and formed by an angle of 50 degrees, or two angles with a sum of 70 degrees, to encounter no obstruction over a distance of 24.0 m.
- 6.3 Measurement of the plane or planes referred to in section 6.2 must be horizontally from the centre of the bottom of each window.
- 6.4 The Director of Planning or Development Permit Board may relax the horizontal angle of daylight requirement, if:
- (a) the Director of Planning or Development Permit Board first considers all of the applicable policies and guidelines adopted by Council; and
 - (b) the minimum distance of unobstructed view is not less than 3.7 m.
- 6.5 An obstruction referred to in section 6.2 means:
- (a) any part of the same building including permitted projections; or
 - (b) the largest building permitted under the zoning on any site adjoining CD-1 ().
- 6.6 A habitable room referred to in section 6.1 does not include:
- (a) a bathroom; or
 - (b) a kitchen whose floor area is the lesser of:
 - (i) 10% or less of the total floor area of the dwelling unit, or
 - (ii) 9.3 m².

Acoustics

7. All development permit applications require evidence in the form of a report and recommendations prepared by a person trained in acoustics and current techniques of noise measurement, demonstrating that the noise levels in those portions of dwelling units listed below do not exceed the noise level set opposite such portions. For the purposes of this section, the noise level is the A-weighted 24-hour equivalent (Leq) sound level and is defined simply as noise level in decibels.

Portions of dwelling units	Noise levels (Decibels)
Bedrooms	35
Living, dining, recreation rooms	40
Kitchen, bathrooms, hallways	45

* * * * *

6929-6969 Cambie Street and 515 West 54th Avenue
PROPOSED CONDITIONS OF APPROVAL

Note: Recommended conditions will be prepared generally in accordance with the draft conditions listed below, subject to change and refinement prior to finalization of the agenda for the Public Hearing.

CONDITIONS OF APPROVAL OF THE FORM OF DEVELOPMENT

- (a) That the proposed form of development be approved by Council in principle, generally as prepared by Ramsay Worden Architects Ltd., on behalf of Mosaic 54th Ave Holdings Ltd., and stamped "Received, Planning and Development Services, March 5, 2015", provided that the General Manager of Planning and Development Services may allow minor alterations to this form of development when approving the detailed scheme of development as outlined in (b) below.
- (b) That, prior to the approval of Council of the form of development, the applicant shall obtain approval of a development application by the General Manager of Planning and Development Services, who shall have particular regard to the following:

Urban Design

- 1. Design development to better transition from six-storey massing to lower scale residential to the west and reinforce the design concept of a strong corner element at Cambie Street and 54th Avenue.

Note to Applicant: Increase the extent of the four-storey shoulder for the six-storey building fronting onto 54th Avenue. Ensure the upper level setback is at minimum 2.4 m (8 ft.). Align with northern leg of corner frame element, east elevation. Additionally, implement 3 sides of west building end. Align with western leg of corner frame element.

- 2. Design development to better transition from six-storey massing to adjacent future development north along Cambie Street.

Note to Applicant: Implement four-storey shoulder at northern end of the six-storey building fronting onto Cambie Street. Ensure the upper level setback is at minimum 2.4 m (8 ft.).

- 3. Design development to enhance daylighting opportunities in the east/west mews/courtyard between buildings.

Note to Applicant: Implement four-storey shoulder at southern end of the six-storey building fronting onto Cambie Street. Ensure the upper level setback is at minimum 2.4 m (8 ft.).

- 4. Design development to enhance daylighting opportunities and livability of units located in the north/south courtyard.

Note to Applicant: Ensure 6.0 m (20 ft.) minimum clear between townhouse units and the face of the four-storey frame element at the rear of the six-storey building fronting onto Cambie Street. Further expand upon the “free-air” of the courtyard space. Consider moving townhouse/amenity room north, creating an opening against the lane. Delineate with architectural fencing and landscaping.

5. Design development to meet the *Cambie Corridor Draft Public Realm Plan* including lane, side yard and front yard treatments.

Note to Applicant: The applicant is encouraged to convene with Planning, Landscape and Engineering staff prior to the preparation of a Development Permit submission to ensure technical compliance with the anticipated design intent, including CPTED performance, and with a design focus on hardscape, softscape, design elements, lighting, stormwater management, wayfinding and public art/interpretive opportunities.

Crime Prevention through Environmental Design (CPTED)

6. Design development to respond to CPTED principles, having particular regard for:
 - (i) theft in the underground parking;
 - (ii) residential break and enter;
 - (iii) mail theft; and
 - (iv) mischief in alcoves and vandalism, such as graffiti.

Sustainability

7. Provision of a Recycling and Reuse Plan for Green Demolition/Deconstruction, for demolition of existing buildings on site, to recycle/reuse at least 75% of demolition waste (excluding hazardous materials).

Note to Applicant: The Recycling and Reuse Plan for Green Demolition/Deconstruction should be provided at the time of development permit application.

8. Confirmation of the building’s sustainability performance as required by the Green Buildings Policy for Rezoning, including at a minimum 63 points in the LEED® rating system, a 22% reduction in energy cost as compared to ASHRAE 90.1 2010, one water efficiency point, and one storm water point.

Note to Applicant: Submit a LEED® checklist and a sustainable design strategy outlining how the proposed points will be achieved, along with a receipt including registration number from the CaGBC, as a part of the Development Permit application. The checklist and strategy should be incorporated into the drawing set. A letter from an accredited professional confirming that the

building has been designed to meet the policy and application for certification of the project will also be required under the policy.

Landscape

9. Design development to locate site utilities and vents on private property to be integrated discreetly into the building, avoiding landscaped and common areas.
10. Provision of high efficiency irrigation for all planted areas and hose bibs for all patios and common areas greater than 100 sq. ft.
11. Design development for grades, retaining walls, walkways and structural elements, such as underground parking, to provide maximum plant growing depth (i.e. exceed BCLNA Landscape Standard).

Note to Applicant: Trees on site and on city property should be planted at grade and not placed in above grade planters to achieve soil depth. Variations in the slab may be required in combination with appropriate growing medium. In the horizontal plane, soils should be contiguous, wherever possible. To accommodate a second row of street trees near property lines, the underground parking to angle downward at the corner (1 m across and 1.2 m downward) to allow trees to be planted at grade and maximize growing conditions.

12. At time of Development Permit application:
 - (i) Provision of a detailed Landscape Plan illustrating common and botanical name, size and quantity of all existing/ proposed plant material.

Note to Applicant: plant material should be clearly illustrated on the Landscape Plan and keyed to the Plant List. The landscape plan should include all exterior hard and soft surface elements (site furniture, gates, fences, surfaces, screens, walls), the public realm treatment (to the curb) and all existing or proposed street trees, adjoining landscaping/ grades and public utilities such as lamp posts, hydro poles, fire hydrants.

- (ii) Provision of a Tree Plan.

Note to Applicant: Provide a tree plan that is separate from the landscape plan and consistent with the survey and arborist report. The scaled plan should be accurate and clearly illustrate all trees to be removed and retained, including offsite trees and any tree protection barriers. Any conflict with off-site or co-owned tree(s) and vegetation in proximity to proposed excavation to be resolved through design development or neighbour consent for tree removal. An arborist report addendum may be necessary for off-site trees and vegetation. Tree replacements can be shown on the proposed landscape planting plans.

- (iii) Provision of large scale, dimensioned, architectural and landscape sections [typical] through planted areas, including the slab-patio-planter relationship, the lane interface, common areas and upper levels.

Note to Applicant: The sections should include the slab, planters, planter materials, tree stem, canopy and root ball.

Housing Policy

- 13. That the proposed family-oriented unit mix of 76% 2-bedroom units and 8% 3-bedroom units are to be included in the Development Permit drawings.

Note to Applicant: Any changes in unit mix from the proposed rezoning application shall be to the satisfaction of the Chief Housing Officer.

Engineering Services

- 14. Clarification is required of the location of the two entry structures. Pages A3.02 and A3.04 indicate them to be straddling the east property line, encroaching onto City property. However page A1.02 indicates them to be located well back from the property lines. These entry elements must be wholly located within the site.

- 15. Clarify garbage pick-up operations. Please provide written confirmation that a waste hauler can access and pick up from the location shown.

Note to Applicant: Pick-up operations should not rely on bins being stored on the street or lane for pick-up, bins are to be returned to storage areas immediately after emptying.

- 16. The following statement is to be noted on the landscape plans: "A landscape plan is to be submitted for review to Engineering Services a minimum of 8 weeks prior to the start of any construction proposed for public property. No work on public property may begin until such plans receive "For Construction" approval and related permits are issued. Please contact Engineering Services at 604.873.7317 or 604.873.7773 for details."

- 17. Compliance with the Parking and Loading Design Supplement to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The following items are required to meet provisions of the Parking By-law and the Parking and Loading Design Supplement:

- (i) Provision of additional design elevations within the parking area and on both sides of the loading bay, and at all entrances.

Note to Applicant: The slope and cross fall within the parking and loading areas must not exceed 5%.

(ii) Modification of the parking ramp design to address the following:

- a. Ramps which have a 15% slope and are exposed to the weather must be heated, please note this clearly on plans.
- b. Provision of measures to ensure visibility of an oncoming vehicle(s) at the bottom of the ramp.

Note to Applicant: The provision of parabolic mirrors or view slots in walls are two ways of improving driver visibility.

- c. Provision of the minimum vertical clearance for the main ramp, security gates, and loading bays.

Note to Applicant: A section drawing is required showing elevations, and vertical clearances. The minimum vertical clearance should be noted on plans. 2.3 m of vertical clearance is required for access and maneuvering to all disability spaces.

- d. Provision of a bollard to separate the disability parking stall and the walkway to the Class A bicycle parking room on the north side of the parking level.
- e. Clearly number all parking stalls.

(iii) Provision of automatic door openers on the doors providing access to the bicycle room(s).

- 18. The proposed approach to site heating and cooling, developed in collaboration with the City and the City-designated NES Utility Provider, shall be provided prior to the issuance of any development permit, to the satisfaction of the General Manager of Engineering Services.
- 19. The building(s) heating and domestic hot water system shall be designed to be easily connectable and compatible with Neighbourhood Energy to supply all heating and domestic hot water requirements. Design provisions related to Neighbourhood Energy compatibility must be to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The applicant shall refer to the Neighbourhood Energy Connectivity Standards - Design Guidelines for general design requirements related to Neighbourhood Energy compatibility at the building scale. The applicant is also encouraged to work closely with City staff during mechanical design to ensure compatibility with a neighbourhood-scale system. As a pre-condition to building permit, a declaration signed by the registered

professional of record certifying that the Neighbourhood Energy connectivity requirements have been satisfied will be required.

20. Building-scale space heating and ventilation make-up air shall be provided by hydronic systems without electric resistance heat or distributed heat generating equipment (including but not limited to gas fired make-up air heaters, heat producing fireplaces, distributed heat pumps, etc.) unless otherwise approved by the General Manager of Engineering Services.
21. Provide for adequate and appropriate dedicated space to be utilized for an energy transfer station connecting the building(s) to the City-designated Neighbourhood Energy System, as outlined in the Neighbourhood Energy Connectivity Standards Design Guidelines.
22. Detailed design of the building HVAC and mechanical heating system at the building permit stage must be to the satisfaction of the General Manager of Engineering Services.

Note to Applicant: The proposed development's sanitary and storm servicing should be connected to the combined sewer on 54th Avenue.

CONDITIONS OF BY-LAW ENACTMENT

- (c) That, prior to enactment of the CD-1 By-law, the registered owner shall on terms and conditions satisfactory to the Director of Legal Services, the General Manager of Planning and Development Services, the General Manager of Engineering Services and the Approving Officer, as necessary, and at the sole cost and expense of the owner/developer, make arrangements for the following:

Engineering

1. Consolidation of Lots 22 to 25, Block 896, District Lot 526, Plan 10198; PIDs 009-592-792, 005-600-146, 009-592-806 and 002-620-341 respectively, to create a single parcel.
2. Provision of a Statutory Right of Way to accommodate a Public Bike Share (PBS) Station with the following requirements:
 - (i) **Size:** At minimum, the smallest sized station at 16 m x 4 m should be accommodated. The physical station with docked bicycles is 2 m wide and has a required bicycle maneuvering zone of 2 m for a total width of 4 m. A portion of the PBS Station may be accommodated on public property subject to detailed design development at the development permit stage in the sole discretion of the General Manager of Planning and Development Services and the General Manager of Engineering Services.
 - (ii) **Location:** The station should be located on private property while still clearly visible to the public with 24/7 public access. The preferred

location is near the intersection of Cambie Street and 54th Avenue to allow easy access to the street.

- (iii) **Surface treatment:** A hard surface is required with no utility access points within 150 mm. Acceptable surfaces include CIP concrete (saw cut or broom finished), asphalt and pavers. Other firm, paved materials are subject to approval.
 - (iv) **Grades:** The surface must be leveled with a maximum cross slope of 3% and have a consistent grade (i.e. no grade transitions) along the length with a maximum slope of 5%. At minimum, spot elevations at the four corners of the station must be provided.
 - (v) **Sun exposure:** No vertical obstructions to maximize sun exposure as station operates on solar power. Ideally the station should receive 5 hours of direct sunlight a day.
 - (vi) **Power:** Provision of an electrical service and electrical power is to be available in close proximity to the PBS station.
3. Provision of a Services Agreement to detail the on-site and off-site works and services necessary or incidental to the servicing of the site (collectively called the "services") such that they are designed, constructed and installed at no cost to the City and all necessary street dedications and rights of way for the services are provided. No development permit for the site will be issued until the security for the services are provided.
- (i) Provision of adequate water service to meet the fire flow demands of the project. The current application lacks the details to determine if water main upgrading is required. Please supply project details including projected fire flow demands as determined by the applicant's mechanical consultant to determine if water system upgrading is required. Should upgrading be necessary then arrangements to the satisfaction of the General Manager of Engineering Services and the Director of Legal Services will be required to secure payment for the upgrading. The developer is responsible for 100% of any water system upgrading that may be required.
 - (ii) Provision of speed humps on 54th Avenue adjacent to Cambie Park for the 30 km/h zone.
 - (iii) Provision of geometric changes and pavement markings on Cambie Street to allow for construction of a raised and protected bicycle lane. Changes will include but are not limited to the following:
 - a. Reconstruction of the curb and gutter to accommodate the bike lane.
 - b. 1.8 m broom finish concrete sidewalk complete with saw cut joints.
 - c. Grass boulevards.

- d. Provision of improved street lighting.
 - e. Signage and regulatory changes to accommodate the bike lanes installation.
 - f. Adjustment, modification or relocation of any and all utilities impacted by the bike facilities construction.
 - (iv) Provision of a 1.8 m broom finish concrete sidewalk complete with saw cut joints on 54th Avenue adjacent the site.
 - (v) Provision of a concrete sidewalk with curb ramps across the Cambie Street median and an associated curb ramp on the east side of Cambie Street.
 - (vi) Provision of a standard concrete lane crossing, new curb returns and associated curb ramps on the north side of 54th Avenue at the lane entry west of Cambie Street.
 - (vii) Provision of new street trees adjacent the site where space permits.
4. Provision of all utility services to be underground from the closest existing suitable service point. All electrical services to the site must be primary with all electrical plant, which include but are not limited to, junction boxes, switchgear, pad mounted transformers and kiosks (including non BC Hydro Kiosks) are to be located on private property with no reliance on public property for placement of these features. There will be no reliance on secondary voltage from the existing overhead electrical network on the street right-of-way. Any alterations to the existing overhead/underground utility network to accommodate this development will require approval by the Utilities Management Branch. The applicant may be required to show details of how the site will be provided with all services being underground.
5. Enter into such agreements as the General Manager of Engineering Services and the Director of Legal Services determine are necessary for connection to a City-designated Neighbourhood Energy System (NES), which may include but are not limited to agreements which:
- (i) require buildings within the development to connect to the City-designated Neighbourhood Energy System at such time that a system becomes available;

Note to Applicant:

- The development will be required to connect to a NES prior to occupancy if the General Manager of Engineering Services deems a connection is available and appropriate at the time of development permit issuance. If connection to a NES is not available or appropriate, a deferred services agreement or similar agreement will be required.

- If the development is required by the General Manager of Engineering Services to connect to an NES, the Owner will be prohibited from entering into any third party energy supply contract for thermal energy services, other than conventional electricity and natural gas supply, unless otherwise approved by the General Manager of Engineering Services.
- (ii) Grant the operator of the City-designated NES access to the building(s) mechanical system and thermal energy system-related infrastructure within the development for the purpose of enabling NES connection and operation, on such terms and conditions as may be reasonably required by the Applicant.

Soils

6. If applicable:

- (i) Submit a site profile to the Environmental Planning, Real Estate and Facilities Management (Environmental Contamination Team);
- (ii) As required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, do all things and/or enter into such agreements deemed necessary to fulfill the requirements of Section 571(B) of the Vancouver Charter; and
- (iii) If required by the Manager of Environmental Planning and the Director of Legal Services in their discretion, enter into a remediation agreement for the remediation of the site and any contaminants which have migrated from the site on terms and conditions satisfactory to the Manager of Environmental Protection, the General Manager of Engineering Services and Director of Legal Services, including a Section 219 Covenant that there will be no occupancy of any buildings or improvements on the site constructed pursuant to this rezoning until a Certificate of Compliance satisfactory to the City for the on-site and off-site contamination, issued by the Ministry of Environment, has been provided to the City.

Heritage Density Transfer

7. Secure the purchase and transfer of 466 m² (5,013 sq. ft.) of heritage density (which has a value of \$325,820) from a suitable donor site.

Note to Applicant: Given the stipulated value that the City attributes to the creation of new transferable bonus density, currently \$65.00 per buildable square foot as of this date, the City recognizes that the Owner may negotiate its best price to secure the required density at a lower cost, but in no event shall the City recognize the value of the density above \$65.00 per buildable square foot unless bona fide market conditions demonstrate transactional evidence to the contrary.

Note to Applicant: "Letter B" in the City's standard format is to be completed by both the owner(s) of the subject site, also referred to as the receiver site, and the owner of the donor(s) site, and submitted to the City prior to enactment together with receipt(s) of heritage density purchase, including the amount, sale price, and total cost of the heritage density.

Community Amenity Contribution (CAC)

8. In addition to the transfer of heritage density (\$325,820), that represents 10% of the overall CAC package, pay to the City a Community Amenity Contribution of \$2,932,380 which the applicant has offered to the City. Payment is to be made prior to enactment of the CD-1 By-law, at no cost to the City and on terms and conditions satisfactory to the Director of Legal Services. The \$2,932,380 is to be allocated as follows:
 - (i) \$1,629,100 to the Affordable Housing Reserve to increase the City's affordable housing supply in and around the Cambie Corridor Plan area; and
 - (ii) \$1,303,280 towards childcare and community facilities in and around the Cambie Corridor Plan area.

Note to Applicant: Where the Director of Legal Services deems appropriate, the preceding agreements are to be drawn, not only as personal covenants of the property owners, but also as Covenants pursuant to Section 219 of the Land Title Act.

The preceding agreements are to be registered in the appropriate Land Title Office, with priority over such other liens, charges and encumbrances affecting the subject site as is considered advisable by the Director of Legal Services, and otherwise to the satisfaction of the Director of Legal Services prior to enactment of the by-law.

The preceding agreements shall provide security to the City including indemnities, warranties, equitable charges, letters of credit and withholding of permits, as deemed necessary by and in a form satisfactory to the Director of Legal Services. The timing of all required payments, if any, shall be determined by the appropriate City official having responsibility for each particular agreement, who may consult other City officials and City Council.

* * * * *

**6929-6969 Cambie Street and 515 West 54th Avenue
DRAFT CONSEQUENTIAL AMENDMENTS**

DRAFT AMENDMENTS TO THE SUBDIVISION BY-LAW NO. 5208

A consequential amendment is required to delete Lots 22 to 25, Block 896, District Lot 526, Plan 10198; PIDs 009-592-792, 005-600-146, 009-592-806 and 002-620-341 respectively, from the RS-1 maps forming part of Schedule A of the Subdivision By-law.

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6929-6969 Cambie Street and 515 West 54th Avenue
ADDITIONAL INFORMATION

Urban Design Panel (March 11, 2015)

EVALUATION: SUPPORT (6-0)

Introduction: Michelle McGuire, Rezoning Planner, introduced the proposal for a four parcel assembly at Cambie Street and West 54th Avenue. She noted that the Cambie Corridor Plan allows for residential buildings in this area up to six storeys. The site is directly north of Cambie Park with the Langara Golf Course to the east of the site. Further to the south, along Cambie Street, are Langara Gardens and the Pearson Dogwood Lands. To the west is RS-1 residential. Ms. McGuire noted that the application proposes to rezone the site from RS-1 to CD-1 to allow development of two 6-storey residential buildings, with one 2-storey townhouse and one amenity building along the lane, over one level of underground parking. The proposal includes 72 units, parking for 84 vehicles and 96 Class A bicycle parking spaces and six Class B. Ms. McGuire mentioned that the Green Building Policy for Rezoning applies to the site.

Allan Moorey, Development Planner, further described the proposed development. There is a 2.7 m (9 ft.) cross-fall to the southwest across the site. The proposed setbacks conform to the Cambie Corridor Plan. The proposal is for two 6-storey buildings that frame a courtyard east and south with the townhouse/amenity building completing the western edge along the lane. The proposed courtyard width of 5.4 m (18 ft.) does not adhere to the 7.3 m (24 ft.) recommended in the Plan. A notable aspect of the project is a four-storey masonry frame element, set off the north building, on Cambie Street, 2.4 m (8 ft.)/either side. This frame constitutes the four-storey shoulder recommended in the Plan. Behind the frame, continuous balconies run the face of the building. On the west elevation the frame is lighter in expression with a metal mesh component carrying trailing planting between balcony support structures. On the south building, along West 54th Avenue, a six-storey masonry frame element defines the southwest corner. The four-storey shoulder recommended in the Plan is somewhat irregular on this building and much of it reads as six storeys. Parking entry is from the lane in the northwest corner of the site.

Advice from the Panel on this application is sought on the following:

- In this are the Cambie Corridor Plan identifies a six-storey form of development with a four-storey shoulder setback to mitigate massing, height and assist in transitioning to adjacent RS-1 zoned residential. In the proposed development, comments were asked for on the clarity of the recommended setback.
- Given the perceived bulk of the proposed development, comments were asked for on whether the proposed setbacks are appropriate.
- At present, the proposed mews between the primary building frame and townhouse units is 18 ft. Between the two primary buildings, 24 ft. is proposed. Comments were asked for on whether sufficient "free area" is provided for daylighting and ventilation opportunities.
- The east elevation of the primary building along Cambie Street proposes continuous balconies over the face of those units behind the frame element. From a livability perspective, comments were asked for on the potential impact this may have on daylighting/ventilation opportunities.

- Comments were asked for on the proposed height, massing, density and form of development with respect to the Cambie Corridor Guidelines.

Ms. McGuire and Mr. Moorey took questions from the Panel.

Applicant's Introductory Comments: Bob Worden, Architect, further described the proposal and mentioned that they looked at the demands and quality of wood frame construction from a structural and durability point of view. They are working within the Cambie Corridor Guidelines to enliven the streetscape and lanescape and develop the pedestrian quality of the neighbourhood. He noted that the suites are a bit larger than are typical with the intent that they will be purchased by people downsizing in the neighbourhood as well as families. Mr. Worden described the architecture and mentioned that they created two entries on Cambie Street with one leading into the mews. Mr. Worden described the material palette noting the use of brick and metal screens.

Peter Kreuk, Landscape Architect, described the landscaping plans for the proposal and mentioned that the along Cambie Street there is a series of outdoor spaces for the north building which will be fenced and hedged. The lobby entrance and bike storage is off Cambie Street. On the west side of the north building there is some outdoor patio spaces and green screens. The amenity building has some outdoor space for children's play and a garden plot. Along West 54th Avenue there are outdoor patio spaces. As well there is a bike share space.

The applicant team took questions from the Panel.

Panel's Consensus on Key Aspects Needing Improvement:

- Design development to give the south building a greater presence;
- Design development to improve the setbacks;
- Design development to improve the clarity of the massing;
- Design development to improve the townhouse/amenity buildings and distinguish the two;
- Consider lightening the tone of the colour palette;
- Consider having both building's entries either off the mews or off Cambie Street.

Related Commentary: The Panel supported the proposal and thought it was a successful project.

The Panel supported the form, height and density but some Panel members felt the south building could have a greater presence with a corner setback that falls in line with the Guidelines. Some Panel members thought the setbacks seemed to be a bit aggressive and thought the massing could use some improvement. Other members thought the presence on the street was warranted.

The Panel thought the height and density was acceptable but the massing needed some more clarity and simplification. With regards to the townhouses and amenity space some Panel members thought these were detrimental to the proposal and that they could be a 1-storey series of buildings or a fence and challenge the Guidelines because of the nature of the site. Some Panel members thought the townhouse and amenity space should have a different look

considering they are different uses. As well, since the amenity is not consolidated between the indoor and outdoor spaces, maybe there was a benefit to putting them together.

With regards to the balconies, there were no concerns that they are inhibiting access to daylight and ventilation. By in large, the Panel thought they worked well and were a successful element on the proposal.

Some Panel members thought the south building had too much grey in the colour palette and encouraged the applicant to create a greater sense of depth and modulation with the façade. As well they thought there could be an entry off the park.

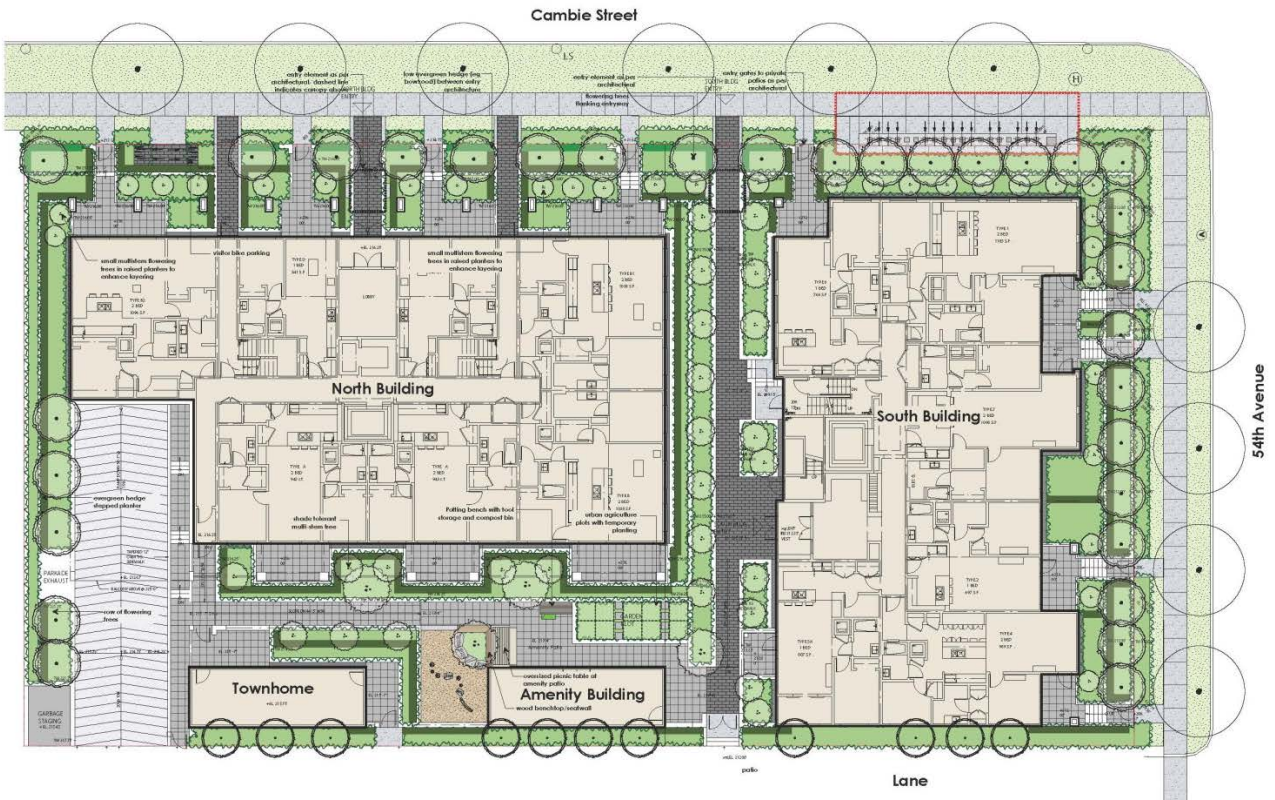
The Panel thought that both buildings were trying to do too much architecturally and that there could be simplification and more rigor in the approach. As well they removal of some of the fussy designs would help to simplify the expression.

The Panel thought the mews was a little narrow but not much different from other projects on the Cambie Corridor but there could be a better link between the mews and the lobbies. They noted that one building has an entrance on Cambie Street while the other building has its entrance off the mews and thought that they should both have a similar approach. However, the Panel thought the access from Cambie Street to the lane through the mews was successful.

Applicant's Response: Mr. Worden thanked the Panel for their comments and said he appreciated the amount of thought that was put into them.

6929-6969 Cambie Street and 515 West 54th Avenue
FORM OF DEVELOPMENT

Site Plan



West Elevation



East Elevation



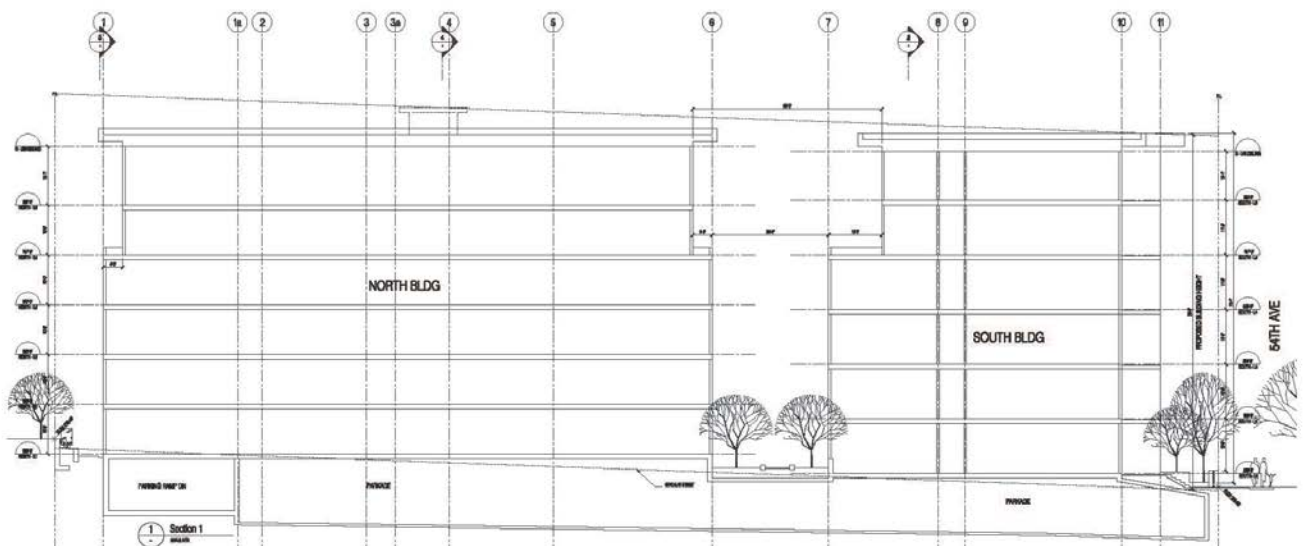
North Elevation



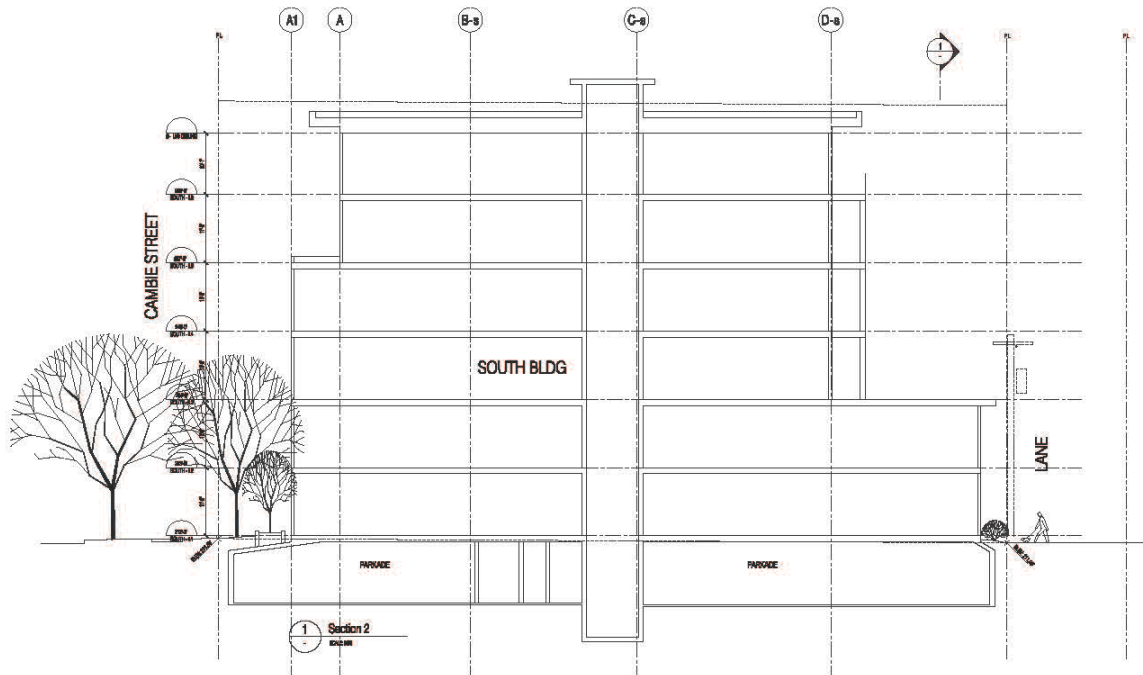
South Elevation



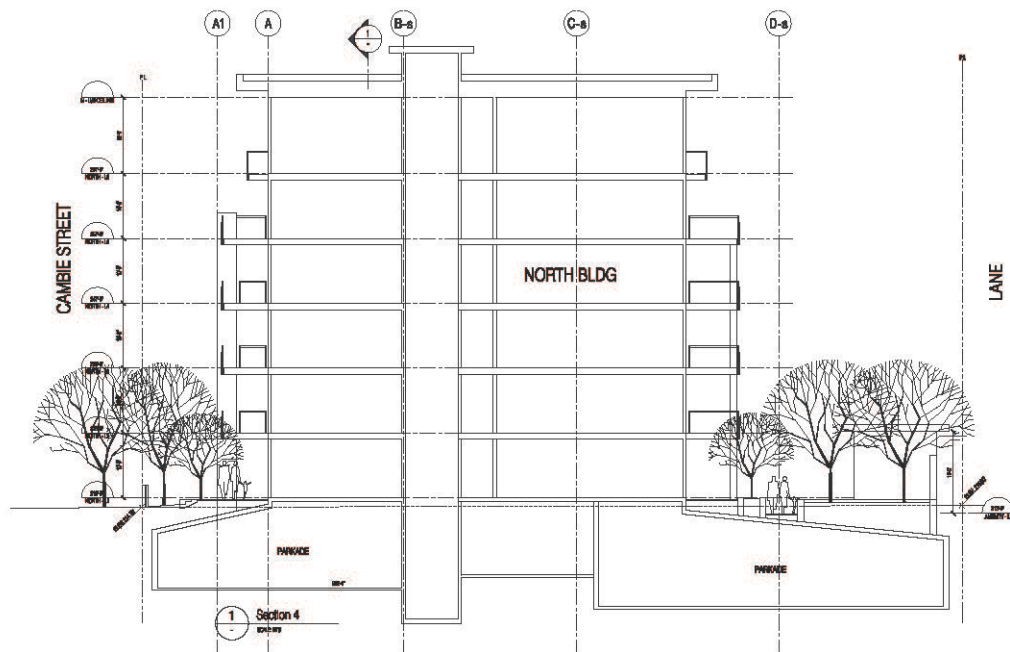
Section 1



Section 2



Section 3



Perspective from Southeast



Perspective along Cambie



Perspective of Mews



Perspective South along Lane



Lane Elevation



6929-6969 Cambie Street and 515 West 54th Avenue
PUBLIC BENEFITS SUMMARY

Project Summary:

Two six-storey apartment buildings and one two-storey townhouse containing a total of 72 dwelling units.

Public Benefit Summary:

The project would generate a DCL payment and a CAC offering to be allocated toward the affordable housing reserve, community and childcare facilities in the Cambie Corridor area and heritage amenity.

	Current Zoning	Proposed Zoning
Zoning District	RS-1	CD-1
FSR (site area = 2,896.5 m ² / 31,179 sq. ft.)	0.70	2.60
Floor Area (sq. ft.)	21,825	81,065
Land Use	Single-family residential	Multi-family residential

Public Benefit Statistics		Value if built under Current Zoning (\$)	Value if built under Proposed Zoning (\$)
Required*	DCL (City-wide)	65,257	1,043,307
	Public Art		
	20% Social Housing		
Offered (Community Amenity Contribution)	Childcare Facilities		
	Cultural Facilities		
	Green Transportation/Public Realm		
	Heritage (transfer of density receiver site)		325,820
	Affordable Housing		1,629,100
	Parks and Public Spaces		
	Social/Community Facilities		1,303,280
	Unallocated		
	Other		
TOTAL VALUE OF PUBLIC BENEFITS		65,257	4,301,507

* DCLs, Public Art and Social Housing may have exemptions and/or minimum thresholds for qualification. For the City-Wide DCL, revenues are allocated into the following public benefit categories: Engineering (7%); Replacement Housing (30%); and Parks (63%).

6929-6969 Cambie Street and 515 West 54th Avenue
APPLICANT, PROPERTY AND DEVELOPMENT PROPOSAL INFORMATION

Applicant and Property Information

Address	6929-6969 Cambie Street and 515 West 54th Avenue
Legal Descriptions	Lots 22 to 25, Block 896, District Lot 526, Plan 10198; PIDs 009-592-792, 005-600-146, 009-592-806 and 002-620-341 respectively
Developer	Mosaic 54th Ave Holdings Ltd.
Architect	Ramsay Worden Architects Ltd.
Property Owners	Mosaic 54th Ave Holdings Ltd.

Development Statistics

	Development Permitted Under Existing Zoning	Proposed Development
ZONING	RS-1	CD-1
SITE AREA	2,896.5 m ² (31,179 sq. ft.)	2,896.5 m ² (31,179 sq. ft.)
USES	One-family Dwelling	Multiple Dwelling
FLOOR AREA	2,027.6 m ² (21,825 sq. ft.)	7,530.9 m ² (81,065 sq. ft.)
Floor Space Ratio (FSR)	0.70 FSR	2.60 FSR
HEIGHT	10.7 m (35 ft.)	22.3 m (73 ft.)
PARKING, LOADING AND BICYCLE SPACES	as per Parking By-law	as per Parking By-law