



**To:** Planning Committee

**Date:** June 3, 2008

**From:** Brian J. Jackson  
Director of Development

**File:** RZ 08-404404

**Re:** Application by Centro Development Ltd. for Rezoning at 10671, 10691, 10711 No. 5 Rd. from Single-Family Housing District, Subdivision Area E (R1/E) to Townhouse District (R2-0.6D)

**Staff Recommendation**

1. That Bylaw No. 8387, to create "Townhouse District (R2-0.6D)" that addresses the requirements of the City's Affordable Housing Strategy, be introduced and given first reading.
2. That Bylaw No. 8394, for the rezoning of 10671, 10691, 10711 No. 5 Rd. from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Townhouse District (R2-0.6D)", be introduced and given first reading.

Brian J. Jackson  
Director of Development

BJ:dc  
Att. 5

**FOR ORIGINATING DEPARTMENT USE ONLY**

FOR ORIGINATING DEPARTMENT USE ONLY	
<b>ROUTED TO:</b>	<b>CONCURRENCE</b>
Real Estate Services .....	Y <input checked="" type="checkbox"/> N <input type="checkbox"/>
	<b>CONCURRENCE OF GENERAL MANAGER</b>

## Staff Report

### Origin

CENTRO DEVELOPMENT LTD. has applied to the City of Richmond for permission to rezone 10671, 10691 and 10711 No. 5 Road (**Attachment 1**) from Single-Family Housing District, Subdivision Area E (R1/E) to Townhouse District (R2-0.6D) to develop a 21 unit townhouse development.

This development respects established massing and access arrangements developed in sites along Steveston Highway that involved extensive consultation with adjacent residents.

Development features include:

- Two and three storey development along No. 5 Rd., two storey at the rear;
- Neither pedestrian access or vehicular access is permitted to the existing rear lane;
- An internal drive aisle with cross access to adjacent lots to the north and south;
- Retention of a number of significant trees on the west side of the site;
- A maximum Floor Area Ratio (FAR) of 0.6;
- A combination of dedication and Rights of Way provided along the entire property frontage for road works;
- Separate walkway entrances to the street for all units fronting No. 5 Rd.;
- A separated pedestrian access to/from the interior of the site to No. 5 Rd., consolidated into a generous amenity area, and;
- Vehicle access located well away from Steveston Hwy.

### Findings of Fact

A Development Application Data Sheet providing details about the development proposal is attached (**Attachment 2**).

Concept development plans are provided in **Attachment 3**.

### Surrounding Development

To the North: Large lot single family residential (zoned R1/E)

To the East: The former Fantasy Gardens site (zoned Botanical Garden Districts BG1 & BG2)

To the South: A large single family residential lot (zoned R1/E), and a corner gas station zoned Comprehensive Development District (CD/81). The Ironwood shopping centre and a gas station are located on the south side of Steveston Hwy.

To the West: Large lot single family residential uses under Land Use Contract 152.

## **Related Policies & Studies**

### Official Community Plan

The proposed residential use for this site is in compliance with the Official Community Plan Neighbourhood Residential designation.

### 702 Lot Size Policy

The Single Family 702 lot size Policy No. 5434 (**Attachment 4**) applicable to this area was reviewed in October 2006. The existing 702 Policy designates the area along No. 5 Rd. between Williams Road and 135m south of Seaward Gate for Single-Family Housing District (R1-0.6) or Coach Houses and explicitly excludes multiple-family residential. The subject lots, however, are located in the area south of this toward Steveston Highway. The Policy designates the area containing the subject properties for Single-family Housing District (R1/B) but leaves multiple family residential as an option.

### Ironwood Sub-Area Plan

Specific provisions were included in the Ironwood Sub-Area Plan for lots along the north side of Steveston Hwy. These provisions, which include guideline restrictions on aspects such as massing, building heights, vehicle accesses and setbacks, were a result of extensive consultation with the neighbourhood. Although this specific development lies outside the Ironwood Sub-Area Plan the proponent has explicitly chosen to respect the community's desires and incorporate similar elements within this development project.

## **Consultation**

The standard development application Rezoning sign has been erected in front of the subject property. To time of writing, no correspondence have been received from the public regarding this application.

## **Staff Comments**

### General Technical Issues

All of the general technical concerns have been addressed and commitments agreed to through the Rezoning Considerations Concurrence (**Attachment 5**).

### Utility Services

A storm and sanitary analysis has been reviewed and accepted by the City's Engineering Department. Improvements will include upgrading a portion of the storm sewer from 750 mm diameter to 900 mm diameter as well as upgrading one section of the sanitary sewer between nearby manholes. These upgrades will be provided via the City's standard Servicing Agreement process. This Servicing Agreement must be entered into prior to the adoption of the Rezoning Bylaw.

### Ministry of Transportation Approval

MOT approval is a condition of final approval for this site. Preliminary Approval has been granted by MOT for one year.

## Analysis

### Density and Form

The form of development will be similar to the new townhouses previously approved along the north side of Steveston Highway between No. 5 Rd. and Seaward Gate and will consist of two storey duplex style units at the rear (west side) of the site and mixed two and three storey units in clusters of 3 or 5 units at the front (east side) of the site. There will be a single access point to No. 5 Road with cross access connections for future developments to the north or the south of the subject property. A centrally located outdoor amenity space with a pedestrian connection to No. 5 Road is provided. In order to accommodate the amenity space, retention of a number of large existing trees on the site and still achieve the density needed to make the project viable, ten tandem parking stalls are accommodated in five of the units.

### Tree Preservation

A tree survey and an Arborist's report have been submitted by the proponent. The site currently has 27 bylaw-sized trees on site. The Arborist's report indicates that about half of the trees have been poorly maintained and have been topped.

The proponent has made special provisions in the site plan aimed at retaining a large row of valuable conifer trees along the rear lane. Adjacent buildings have been pulled back to allow retention of these trees.

In total, twenty trees are proposed for removal and 7 of the larger trees are proposed for retention. Special measures have been incorporated into the plan to ensure their protection and survival. The City's Tree Preservation Official has reviewed and concurred with the tree retention plan. A minimum of 40 replacement trees or cash equivalents will be required to satisfy the Official Community Plan (OCP) replacement criteria.

A detailed landscaping plan will be submitted as part of the Development Permit review process. During that review staff will be looking for further development of the replacement tree plan. Specifically to include the following,

- The provision of approximately twenty additional fastigiated deciduous trees along the edges of the interior vehicular drive isle. This would also achieve a more balanced mix of conifers and deciduous trees.
- Design development to provide a more unified streetscape image (i.e. a more consistent and thoughtful planting scheme for the streetscape, the clustering of like species at the corners of the site, etc).

### Flood Management

Registration of a flood indemnity restrictive covenant will be required prior to Rezoning adoption.

### Indoor/Outdoor Amenity

A cash contribution of approximately \$23,000 is being provided by the developer in lieu of an indoor amenity space. This amount is based upon the construction of 21 townhouse units.

The project proposes a generous outdoor amenity space which exceeds the minimum requirements outlined in the OCP for a project of this size. The developer and their consultants worked with staff to establish the best location and size of the amenity space for this location.

#### Servicing Agreement

The Servicing Agreement for this development will include the design of works and construction related to this development including:

- Replacement of a section of storm sewer;
- Upgrading of a section of the sanitary sewer;
- Frontage beautification including relocating the existing sidewalk and installation of a grass boulevard strip.

#### Development Variances

The proposed site plan will result in the proponent seeking setback variances during the Development Permit review. The variances are one metre reductions from both the northern and southern property lines adjacent to the rear residential dwellings in order to allow the most efficient use of the site, preserve the trees along the western property line and to permit an amenity space which is slightly larger and wider than required under the OCP. Having reviewed the variances in the overall site plan context, staff have provided initial support since there will be an overall gain for the residents in this development.

#### Affordable Housing

Council approved the "Richmond Affordable Housing Strategy" on May 28, 2007. The Strategy recommends an inclusionary density bonusing approach to help the City address the need for affordable housing. In accordance with the recommendations of the Affordable Housing Strategy, this townhouse development will be implementing a new density bonus zoning district. This new zoning district permits a base density of 0.4 FAR which may be increased to a maximum density of 0.6 FAR in exchange for a cash contribution of \$2.00 per buildable square foot towards the City's affordable housing reserve. The developer has elected to provide a cash contribution of approximately \$ 57,696.00 in order to build at 0.6 FAR.

#### Voluntary Contributions

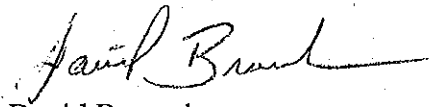
The Developer has declined a voluntary contribution to the Public Art or the City's Child Care Fund due to the marginal feasibility of developing at this location.

#### **Financial Impact or Economic Impact**

None determined.

**Conclusion**

Technical requirements associated with the proposed rezoning application have been satisfactorily addressed. The proposed use is consistent with the current Single Family Lot Size Policy for the quarter-section and the development reasonably responds to the concerns that had been previously raised by local area residents regarding height, mass and vehicle access for similar developments along Steveston Highway. The proposed development conforms to the City's Affordable Housing Strategy as a cash contribution to the Affordable Housing reserve is being provided in exchange for a density bonus. For these reasons, staff are recommending support for this rezoning application.

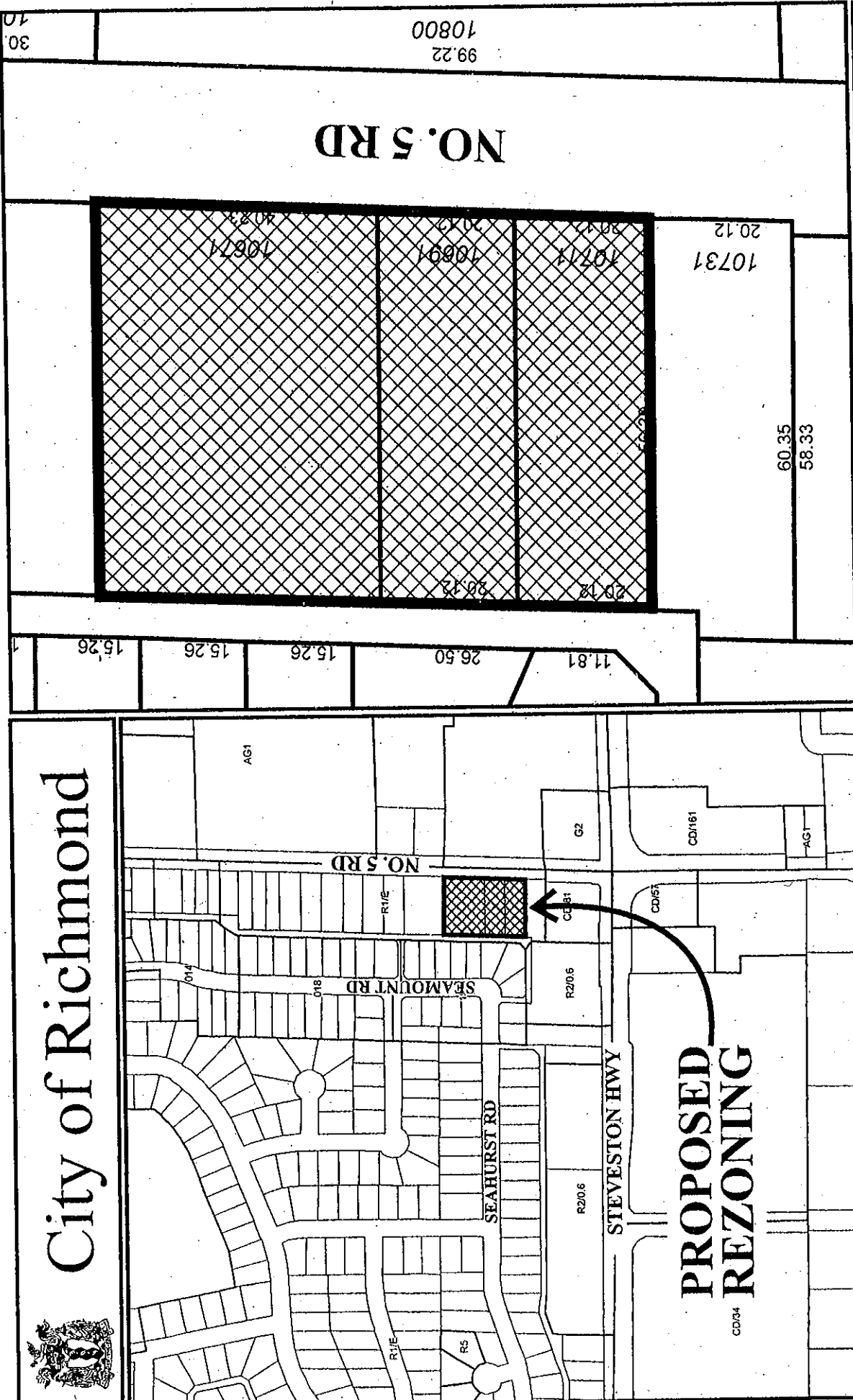


David Brownlee  
Planner 2

DCB:cas

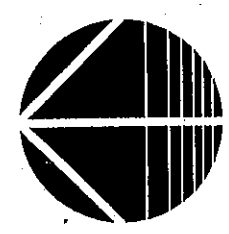
**List of Attachments**

- Attachment 1: Location Map and Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Concept Development Plans
- Attachment 4: Single Family Lot Size Policy No. 5434
- Attachment 5: Rezoning Considerations Concurrence



Original Date: 02/19/08  
 Revision Date: 02/21/08  
 Note: Dimensions are in METRES

RZ 08-404404



City of Richmond





RZ 08-404404

Original Date: 02/19/08

Amended Date: 02/21/08

Note: Dimensions are in METRES





**City of Richmond**

6911 No. 3 Road  
 Richmond, BC V6Y 2C1  
 www.richmond.ca  
 604-276-4000

**Development Application  
 Data Sheet**

**RZ 08-404404**

**Attachment 2**

Address: 10671, 10691, 10711 No. 5 Rd.

Applicant: Centro Development Ltd.

Planning Area(s): Shellmont (08)

	Existing	Proposed
<b>Owner:</b>	Harry and Daphne Keith	Centro Development Ltd.
<b>Site Size (m<sup>2</sup>):</b>	4,525 sm (48,707 sf) gross	4,467 sm (48,080 sf) net after frontage road dedications.
<b>Land Uses:</b>	Single Family Residential	Multiple Family Residential
<b>OCP Designation:</b>	Neighbourhood Residential	Same
<b>Area Plan Designation:</b>	N/A	N/A
<b>702 Policy Designation:</b>	Policy 5434 but does not specifically prohibit multiple family in this location as it does for other areas in the same quarter section.	Same
<b>Zoning:</b>	R1/E (18m wide lots)	R2-0.6D (Townhouses)
<b>Number of Units:</b>	3	21
<b>Other Designations:</b>	MOT Rezoning Approval Required	Same

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Density (units/acre):	N/A	19.03 upa	none permitted
Floor Area Ratio:	Max. 0.6	0.6	none permitted
Lot Coverage – Building:	Max. 40%	38% (net)	none
Lot Size (min. dimensions):	30m wide x 35m deep	80.47m wide x 54.39m deep (net)	none
Setback – Front Yard (m):	Min. 6 m	6 m Min.	None
Setback – Side & Rear Yards (m):	Min. 3 m	Min. 2 m for the rear units only. 3m min elsewhere	Variance for rear units
Height (m):	Three stories 11' m max.	Two and three stories along frontage, two stories at rear	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Off-street Parking Spaces – Regular (R) / Visitor (V):	2 (R) and 0.2 (V) per unit	2 (R) and (0.2) per unit	none
Off-street Parking Spaces – Total:	47	47	none
Tandem Parking Spaces:	permitted	10 stalls in 5 units	none
Amenity Space – Indoor:	Min 70 m <sup>2</sup>	Cash in Lieu (\$23,000)	none
Amenity Space – Outdoor:	6.0 m <sup>2</sup> /unit including 3.0 m <sup>2</sup> children's play area. (total 126 m <sup>2</sup> )	176 m <sup>2</sup>	none

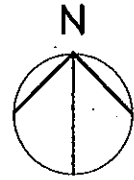
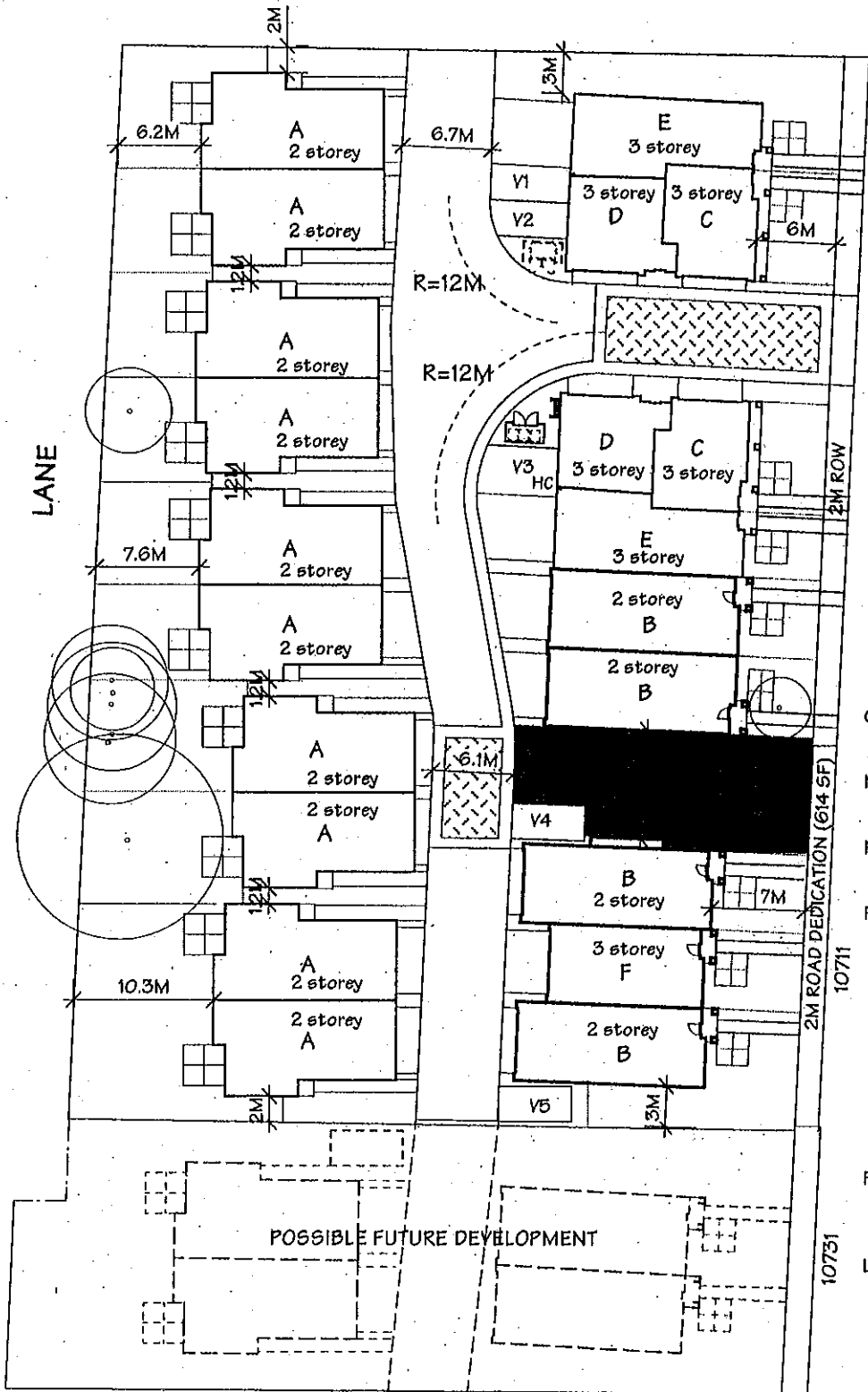
Other: Tree replacement compensation required for loss of significant trees

## Tree Replacements

### Summary Table For This Site

27	On-site trees affected by this development
20	On-site trees proposed for removal.
7	On-site trees proposed for retention.

A minimum of forty trees will need to be installed on this site in order to meet the OCP requirements replacement criteria of 2 for 1.



**SITE PLAN**

1" = 40'-0"

GROSS SITE AREA:  
4,525 9M ( 48,707 SF )

NET SITE AREA:  
4,467 9M ( 48,080 SF )

PROPOSED ZONING:  
R2-0.6

FLOOR AREA  
MAX. ALLOWED:  
48,080 SF X 0.6 = 28,848 SF  
PROPOSED:

UNIT-A	1425 SF X 10 UNITS = 14,250 SF
UNIT-B	1320 SF X 4 UNITS = 5,280 SF
UNIT-C	1310 SF X 2 UNITS = 2,620 SF
UNIT-D	1309 SF X 2 UNITS = 2,618 SF
UNIT-E	1360 SF X 2 UNITS = 2,720 SF
UNIT-F	1360 SF X 1 UNIT = 1,360 SF
<b>TOTAL</b>	<b>21 UNITS = 28,848 SF</b>

F.A.R.  
GROSS: 0.59  
NET: 0.60

LOT COVERAGE: 18,080 SF  
GROSS: 37%  
NET: 38%

**SITEPLAN**

#0732

APRIL 11, 2008

SOUTHWIND  
10671, 10691, 10711 NO.5 ROAD RICHMOND

YAMAMOTO ARCHITECTURE INC.  
2386 oak street vancouver b.c. V6H 4J1  
tel:(604)731-1127 fax:(604)731-1327



## City of Richmond

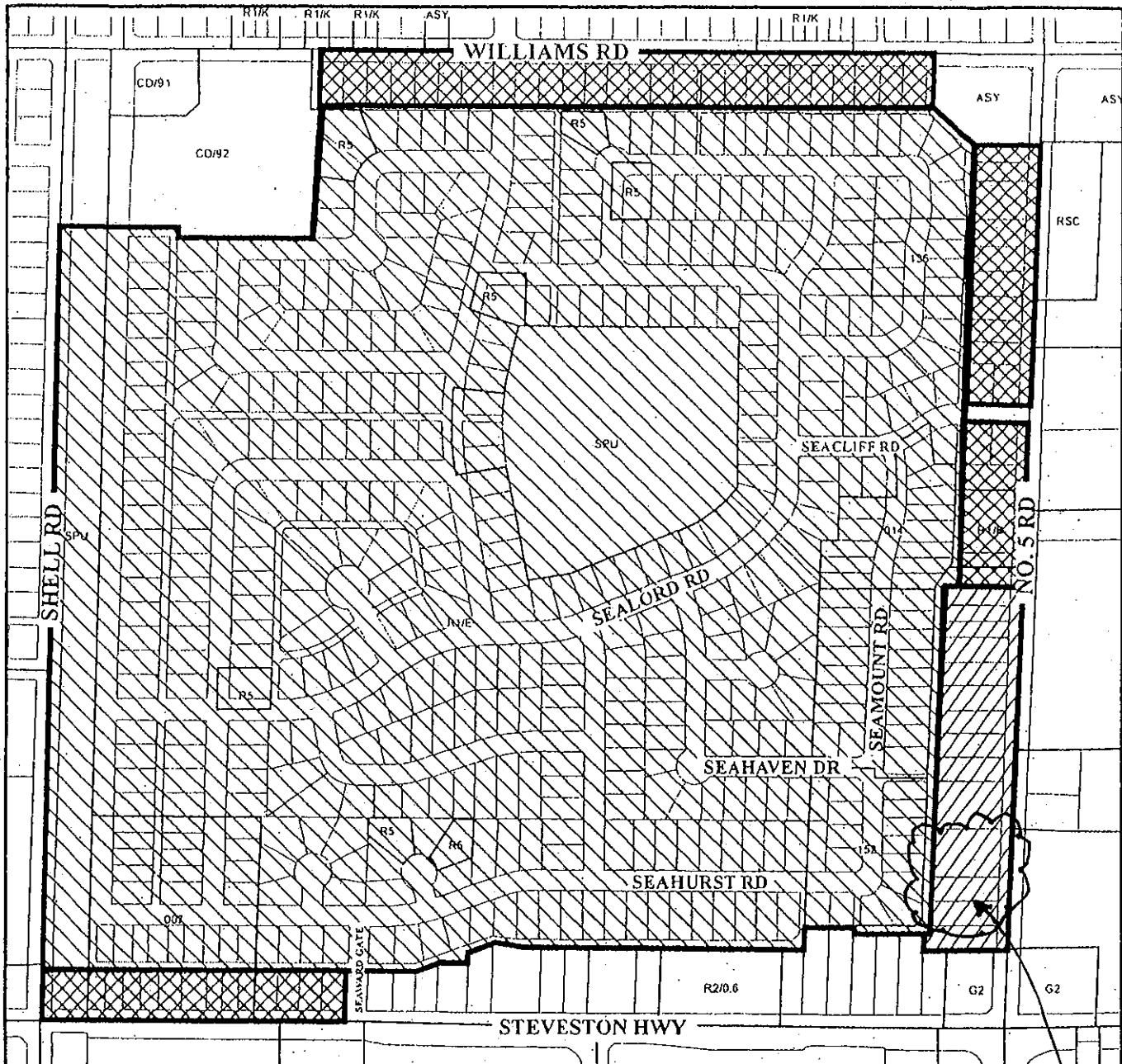
## Policy Manual




Page 1 of 2	Adopted by Council: February 19, 1990 Amended by Council: November 18, 1991 Amended by Council: October 16, 2006	POLICY 5434
File Ref:	SINGLE-FAMILY LOT SIZE POLICY IN QUARTER-SECTION 36-4-6	

**POLICY 5434:**

The following policy establishes lot sizes in a portion of Section 36-4-6, within the area bounded by Steveston Highway, Shell Road, No. 5 Road, and Williams Road:

1. That properties within the area bounded by Shell Road, Williams Road, No. 5 Road, and Steveston Highway, in a portion of Section 36-4-6, be permitted to subdivide in accordance with the provisions of Single-Family Housing District (R1/E), with the exception that:
  - a) Properties fronting on Williams Road from Shell Road to No. 5 Road, properties fronting on Steveston Highway from Seaward Gate to Shell Road, and properties fronting on No. 5 Road from Williams Road to approximately 135 m south of Seacliff Road to rezone and subdivide in accordance with the provisions of Single-Family Housing District (R1-0.6) or Coach House District (R/9) provided that vehicle accesses are to the existing rear laneway only. Multiple-family residential development shall not be permitted in these areas.
  - b) Properties fronting on No. 5 Road from Steveston Highway to approximately 135 m south of Seacliff Road be permitted to subdivide in accordance with the provisions of Single-Family Housing District, Subdivision Area B (R1/B) provided that vehicle accesses are to the existing rear laneway only.
2. This policy, as shown on the accompanying plan, is to be used to determine the disposition of future rezoning applications in this area, for a period of not less than five years, unless changed by the amending procedures contained in the Zoning and Development Bylaw.



-  Subdivision permitted as per **R1/E** (18 m wide lots)
-  Subdivision permitted as per **R1-0.6 or R/9**  
(access to lane only) (No Multiple-family residential development is permitted.)
-  Subdivision permitted as per **R1/B**

*Development Site*



## Policy 5434 Section 36-4-6

Adopted Date: 02/19/1990  
Amended Date: 11/18/1991  
10/16/2006

## Rezoning Considerations

10671, 10691, 10711 No. 5 Rd.

RZ 08-404404

Prior to final adoption of Zoning Amendment Bylaw 8394, the developer is required to complete the following:

1. Dedicate a 2m wide Road strip across the No 5 Road frontage up to 100m from Steveston Highway.
2. Register a 2m wide Public Rights of Passage (PROP) ROW from the North edge of the 2m Dedication, North to the North edge of this development.
3. The granting of a Public Right of Passage right-of-way aligned with the internal drive aisle. The details of the PROP will be refined through the development permit but will generally be 7.5m wide along the east-west drive aisle, 6.7m wide along the north-south drive aisle north of the east-west drive aisle, 6.1m wide along the north-south drive aisle south of the east-west drive aisle and matching the 12m radius alignment of the T-intersection as shown in the accompanying site plan.
4. Consolidation of all the lots into one development parcel (which will require the demolition of the existing dwellings).
5. Registration of a flood indemnity covenant on title.
6. Registration of a cross access agreement on title of 10731 No 5 Rd. and 10631 No 5 Rd., and any consolidation thereof, allowing access to/from the future development site to the north and the south.
7. Contribution of \$23,000 in-lieu of on-site amenity.
8. Contribution of \$2.00 per buildable square foot (e.g. \$57,696) to the City's affordable housing fund in keeping with the density bonus provisions of Townhouse District Zoning Schedule (R2-0.6D).
9. Installation of appropriate tree protection fencing around all trees to be retained as part of the development prior to final adoption of the rezoning bylaw or any construction activities, including building demolition, occurring onsite.
10. The submission and processing of a Development Permit\* completed to a level deemed acceptable by the Director of Development.
11. Enter into the City's standard Servicing Agreement to design and construct works related to this development. Works include but are not limited to:
  - Replacing the existing 750Ømm storm sewer from manhole N1 to manhole N2 to the recommended size of 900Ømm. A City Standard manhole for N2 is to be designed and be relocated adjacent to the north property line within the Servicing Agreement design stage.
  - Upgrading of the sanitary sewer from manhole S15 to manhole S16. Both the storm and sanitary sewer works requirements have been decided between the Developer's Engineering Consultant and the City's Engineering Department;
  - Frontage beautification, including "moving" the existing sidewalk, which currently acts as the cover for the Telus "utility walk", to the new Property Line (PL) and back of the PROP ROW, pouring a new 1.5m concrete sidewalk, with tapers at either end to connect to the existing sidewalk. The Telus ducts must be dealt with solution acceptable to Telus. Between the existing curb and new

**ATTACHMENT 5**

sidewalk, a grass and treed boulevard is required, with trees being planted 0.75m from the new sidewalk;

- Service connections for the development site are to be included in the SA design drawings set.

All works are to be at the developer's sole cost with no applicable Development Cost Charges credits.

12. Prior to Building Permit Issuance, submission of a Construction Parking and Traffic Management Plan to the Transportation Division. Management Plan shall include location for parking for services, deliveries, workers, loading, application for any lane closures, and proper construction traffic controls as per Traffic Control Manual for works on Roadways (by Ministry of Transportation) and MMCD Traffic Regulation Section 01570.

\* Note: This requires a separate application.

[Signed original on file]

---

Signed

---

Date



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw No. 8387 (RZ 08-404404)  
10671, 10691, 10711 NO. 5 ROAD**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning and Development Bylaw No. 5300, as amended, is further amended by inserting Section 203(DB) thereof the following:

**"203(DB) TOWNHOUSE DISTRICT (R2 - 0.6D)**

The intent of this zoning district is to accommodate townhouses where lots front a section line road and to provide for a density increase.

**203(DB).1 PERMITTED USES**

**RESIDENTIAL**, limited to **Townhouses**;  
**BOARDING & LODGING**, limited to two persons per **dwelling unit**;  
**HOME OCCUPATION**;  
**COMMUNITY USE**;  
**ACCESSORY USES**, but excluding **secondary suites**.

**203(DB).2 PERMITTED DENSITY**

- .01 **Maximum Floor Area Ratio: 0.4; PLUS**
  - i. an additional 50 m<sup>2</sup> (538 ft<sup>2</sup>) per **dwelling unit** (for the exclusive use of individual units) for use as **accessory buildings** and off-street parking;
  - ii. an additional 0.1 **floor area ratio** provided that it is entirely **used** to accommodate **Amenity Space**;
  - iii. an additional 10% of the 0.4 **Floor Area Ratio** for the **lot** in question, which area must be **used** exclusively for covered areas of the principal **building** which are open on one or more sides;

PROVIDED THAT any portion of floor area which exceeds 5 m (16 ft.) in height, save and except an area of up to 10 m<sup>2</sup> (108 ft<sup>2</sup>) per **dwelling unit** which is to be **used** exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such.



- .02 Despite Section 203(DB).2.01, the references to “0.4” in that Section are increased to a higher density of “0.6” if the owner, at the earliest of the time the Council adopts a zoning amendment bylaw to include the owner’s **lot** in this zoning district has paid into the **affordable housing reserve** the sum of \$2.00 per buildable square foot of the permitted principal **building(s)**.

**203(DB).3 MAXIMUM LOT COVERAGE: 40%**

**203(DB).4 MINIMUM SETBACKS FROM PROPERTY LINES**

- .01 **Front Yard: 6.0 m (20 ft.); EXCEPT THAT**
- i. portions of the principal **building** which are less than 5 m (16 ft.) in height and are open on those sides which face a **public road** may project into the **front yard** setback for a distance of not more than 1.5 m (5 ft.) and bay windows may project into the required **front yard** setback for a distance of not more than 0.6 m (2 ft.).
- .02 **Side & Rear Yards: 3 m (10 ft.); or in the case where a property line abuts a public road: 6 m (20 ft.); EXCEPT THAT:**
- i. balconies, bay windows, enclosed and unenclosed fireplaces and chimneys may project into the **side yard** for a distance of not more than 0.6 m (2 ft.) and the **rear yard** for a distance of not more than 1.8 m (6 ft.);
  - ii. portions of the principal **building** which are less than 5 m (16 ft.) in height and are open on those sides which face a **public road** may project into the **side yard** setback for a distance of not more than 1.5 m (5 ft.).

**203(DB).5 MAXIMUM HEIGHTS**

- .01 **Buildings & Structures: Three storeys but not to exceed 11 m (36 ft.).**
- .02 **Accessory Buildings & Structures: 5 m (16 ft.).**

**203(DB).6 MINIMUM LOT SIZE**

- .01 **A building shall not be constructed on a lot having a width of less than 30 m (98 ft.) or a depth of less than 35 m (115 ft.).**

**203(DB).7 OFF-STREET PARKING**

.01 Off-street parking shall be developed and maintained in accordance with Division 400 of this Bylaw."

2. This Bylaw may be cited as "Richmond Zoning and Development Bylaw 5300, Amendment Bylaw No. 8387".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED




\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 8394 (RZ 08-404404)  
10671, 10691, 10711 NO. 5 RD.**

The Council of the City of Richmond, in open meeting assembled, enacts as follows:

1. Richmond Zoning and Development Bylaw 5300 is amended by repealing the existing zoning designation of the following area and by designating it **TOWNHOUSE DISTRICT (R2-0.6D)**.

P.I.D. 000-455-784

Lot 7 Except: The West 343 Feet Section 36 Block 4 North Range 6 West New Westminster District Plan 13375

P.I.D. 009-816-224

Parcel "B" (368239E) Lot 8 Except: Part Subdivided by Plan 56313; Section 36 Block 4 North Range 6 West New Westminster District Plan 13375

P.I.D. 009-816-208

Parcel "A" (359915E) Lot 8 Except: Part Subdivided By Plan 56313; Section 36 Block 4 North Range 6 West New Westminster District Plan 13375

2. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8394**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

MINISTRY OF TRANSPORTATION APPROVAL

OTHER REQUIREMENTS SATISFIED

ADOPTED

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

CITY OF RICHMOND
APPROVED by

APPROVED by Director or Solicitor


\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CORPORATE OFFICER