



**To:** Planning Committee

**Date:** March 11 2009

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

**File:** RZ 08-411151

**Re:** Application by Sansui Holdings Ltd. for Rezoning at 8531 No. 2 Road from Single-Family Housing District, Subdivision Area E (R1/E) and 8571 No. 2 Road from Single Family Housing District, Subdivision Area B (R1/B) to Coach House District (R9)

**Staff Recommendation**

That Bylaw No. 8478, for the rezoning of 8531 No. 2 Road from "Single-Family Housing District, Subdivision Area E (R1/E)" and 8571 No. 2 Road from "Single-Family Housing District, Subdivision Area B (R1/B)" to "Coach House District (R9)", be introduced and given first reading.

Brian J. Jackson, MCIP  
Director of Development

CL:blg  
Att.

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

## Staff Report

### Origin

Sansui Holdings Ltd. has applied to the City of Richmond for permission to rezone 8531 No. 2 Road from “Single-Family Housing District, Subdivision Area E (R1/E)” and 8571 No. 2 Road from “Single-Family Housing District, Subdivision Area B (R1/B)” to “Coach House District (R9)”, in order to permit a subdivision to create five (5) lots, each with a single-family dwelling and a second dwelling unit above a garage, with vehicle access to a new rear lane that connects to No. 2 Road by an existing Public Rights-of-Passage (PROP) right-of-way (ROW) through 8499 No. 2 Road (**Attachment 1**).

### Findings of Fact

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

### Surrounding Development

The subject site is located on the west side of No. 2 Road, between Colville Road and Francis Road, in an established residential neighbourhood consisting of a mix of older and newer single-family dwellings and duplexes, and a mix of lot sizes.

- To the north, are four (4) newer dwellings on smaller lots zoned Single-Family Housing District, Subdivision K (R1/K), developed in 2001;
- To the east, directly across No. 2 Road, are older dwellings on lots under Land Use Contracts 107 and 141;
- To the south, is a newer duplex on a lot zoned Two-Family Housing District (R8); and
- To the west, is a mix of older and newer dwellings fronting Cantley Road on lots zoned Single-Family Housing District, Subdivision Area E (R1/E).

### Related Policies & Studies

#### Official Community Plan (OCP) Designation

There is no Area Plan for this area. The Official Community Plan’s (OCP) Generalized Land Use Map designation for this site is *Neighbourhood Residential*, and the Specific Land Use Map designation is *Low-Density Residential*. This redevelopment proposal is consistent with these designations.

#### Lane Establishment & Arterial Road Redevelopment Policies

These Policies permit rezoning and subdivision along No. 2 Road where a rear lane has been started but is not yet fully operational. This redevelopment proposal is consistent with these Policies because it enables continuation of the rear lane that has already been started further north, which connects to the arterial road by a right-of-way (ROW) secured under Public Rights-of-Passage (PROP). Potential exists for similar redevelopment further south through continuation of the rear lane.

Lot Size Policy

There is no Lot Size Policy for this area.

**Staff Comments**Background

Redevelopment to create smaller lot sizes through rezoning and subdivision on the west side of this part of No. 2 Road began in the late 1980's further south near Francis Road, and more recently just north of the subject site in 2000.

A previous application for rezoning of one (1) of the subject properties (8571 No. 2 Road) to Single-Family Housing District, Subdivision Area B (R1/B) was approved in 2000, and 6 m of property along the west property line was dedicated for a proposed lane. The subdivision was never completed and the lane was never constructed. Rights-of-ways and covenants previously registered on the Title of this property must be discharged by the applicant prior to final adoption of this rezoning bylaw.

Trees & Landscaping

A Tree Survey of the subject properties submitted by the applicant shows the location of 25 bylaw-sized trees on-site and two (2) hedgerows on adjacent properties to the west (**Attachment 3**).

A Certified Arborist's Report submitted by the applicant identifies tree species, assesses the condition of trees, and provides recommendations on tree retention and removal relative to the proposed development. On the basis of poor tree condition and structure, and conflict with proposed development, the Report recommends:

- retention of one (1) Japanese Maple (identified as Tree # 6035 in the Report) along the No. 2 Road frontage;
- removal of the 24 remaining trees on-site; and,
- removal of the two (2) hedgerows on adjacent properties to the west (8600 and 8560 Cantley Road).

The City's Tree Preservation Coordinator has reviewed the Arborist's Report and concurs with these recommendations.

Tree protection fencing must be installed around the Japanese Maple (Tree # 6035), to City standards and in accordance with the specifications provided in the Certified Arborist's Report, prior to demolition of the existing dwellings on the subject properties, and must remain in place until construction and landscaping on the future lots is complete. To ensure the survival of the Japanese Maple (Tree # 6035) on-site, the applicant is required to submit a Survival Security to the City in the amount of \$2,000 prior to final adoption of the rezoning bylaw.

In addition, as a condition of rezoning, the applicant will be required to submit a contract with a Certified Arborist to supervise on-site works conducted within the drip line of the Japanese Maple (Tree # 6035). The contract should include: the scope of work to be undertaken as recommended in the Arborist's Report; any necessary tree well design specifications to address conflicts with proposed lot grading; and, the preparation of a post-construction impact assessment report and letter of compliance to be submitted by the Arborist to the City for review.

Based on the Official Community Plan’s (OCP) tree replacement ratio goal of 2:1, and the size requirements for replacement trees in the City’s Tree Protection Bylaw, a total of 48 replacement trees are required, with the following minimum calliper sizes:

# Trees to be removed	dbh	# trees to be replaced	Min. calliper of deciduous tree	or	Min. height of coniferous tree
5	20-30 cm	10	6 cm		3.5 m
8	31-40 cm	16	8 cm		4 m
4	41-50 cm	8	9 cm		5 m
5	51-60 cm	10	10 cm		5.5 m
2	> 60 cm	4	11 cm		6 m
<b>Totals:</b>	<b>24</b>	<b>48</b>			

Considering the effort to be taken by the applicant to retain the Japanese Maple on-site, and the limited space in the front yards of the future lots, staff recommends two (2) replacement trees of 6 cm calliper be exempted, reducing the total required to 46 replacement trees.

The applicant has agreed to plant and maintain a total of 24 trees on the future lots and to provide a voluntary contribution of \$11,000 to the City’s Tree Compensation Fund in-lieu of planting the remaining 22 replacement trees (\$500/tree).

As a condition of rezoning, the applicant must submit a Landscape Plan, prepared by a Registered Landscape Architect, along with a Landscaping Security (100% of the cost estimate provided by the landscape architect, including installation costs) to ensure that the replacement trees will be planted and the front yards of the future lots will be enhanced. If proposed replacement trees cannot be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City’s Tree Compensation Fund for off-site planting would be required.

Consent by the property owner for removal of the hedgerow on the adjacent property at 8600 Cantley Road has been obtained and is on file. The property owner at 8560 Cantley Road wishes to retain the existing hedgerow on their property (Tree # 6040). The developer has obtained written agreement from the property owner that: the developer will ensure effort is taken to minimize damage to the hedgerow during lane construction and installation of servicing infrastructure; and that the developer will replace any cedars that do not survive during a period of 1 year after lane construction begins. As a condition of rezoning, the applicant will be required to submit a contract with a Certified Arborist to supervise on-site works conducted within the drip line of the off-site cedar hedgerow at 8560 Cantley Road (Tree # 6040). The contract should include the scope of work to be undertaken and the preparation of a post-construction impact assessment report and letter of compliance to be submitted by the Arborist to the City for review.

### Affordable Housing

City Council adopted an Interim Affordable Housing Strategy for Single-Family Developments on April 28, 2008. This Interim Strategy applies to in-stream single-family rezoning applications received after July 1, 2007, until a revised Richmond Affordable Housing Strategy related to single-family rezoning applications is approved. The interim strategy requires a secondary suite or a coach house on 50% of new lots created through subdivision or a cash-in-lieu contribution of \$1.00/ft<sup>2</sup> of total buildable area towards the City's Affordable Housing Reserve.

This rezoning application to permit a five-lot subdivision, each with a principal single-family dwelling and accessory coach house above a garage conforms to the Affordable Housing Strategy.

To ensure that the coach house units are built to the satisfaction of the City in accordance with the Interim Strategy, the applicant is required to enter into a legal agreement registered on Title, stating that no final Building Permit inspection is to be granted until a coach house unit is constructed to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw. This legal agreement is a condition of rezoning. This agreement will be discharged from Title on the lots where the coach house units are not required by the Affordable Housing Strategy after the requirements are satisfied, at the initiation of the applicant.

### Site Servicing & Vehicle Access

- Vehicle access to and from the future lots will be through the proposed lane along the west property line of the subject site, which will connect to No. 2 Road by an existing Public Rights-of-Passage right-of-way (LMP 49564) to the north of the subject site at 8499 No. 2 Road. Direct vehicular access from the subject site to No. 2 Road will not be permitted in accordance with Bylaw No. 7222. Removal of the existing driveway letdowns to the site along No. 2 Road and reinstatement of the sidewalk will be addressed through a Servicing Agreement at future subdivision stage.
- As a condition of rezoning, the developer is required to dedicate 6 m of property along the west property line of 8531 No. 2 Road for the proposed new lane, including a 3 m x 3 m corner cut at the intersection of the proposed lane and the existing right-of-way (ROW) that runs parallel to the north property line of 8531 No. 2 Road.
- An existing right-of-way on Title of 8571 No. 2 Road, for public utilities and temporary access to No. 2 Road after subdivision, was registered after the previous rezoning was approved. This right-of-way (ROW) must be discharged by the developer as a condition of subdivision (charge # BR64216).
- An existing covenant on Title of 8571 No. 2 Road, which restricts vehicle access to a dedicated but unconstructed lane along the west property line and allows temporary access to the existing No. 2 Road driveway prior to subdivision, was registered after the previous rezoning was approved. This covenant must be discharged by the developer as a condition of subdivision (charge # BR64217).
- A Servicing Capacity Analysis was submitted by the applicant. The City's Engineering Department has reviewed and identified that there are no servicing concerns or requirements with rezoning. A site storm sewer analysis is required when the developer enters into a Servicing Agreement for the design and construction of the lane at future subdivision stage.

### Subdivision

At future subdivision stage, the developer will be required to:

- Enter into a standard Servicing Agreement for the design and construction of a lane along the entire west property line of 8531 and 8571 No. 2 Road, connecting to the existing right-of-way (ROW) to the north. The lane design is to include, but not be limited to: storm sewer, sand and gravel base, roll curb and gutter on both sides (based on 5.10 m curb to curb), asphalt pavement and lane lighting. Removal of driveway letdowns and sidewalk reinstatement are to be included in the design as well. A site Storm Analysis is also required to be included. Note: design should also include water, storm, and sanitary connections for each lot;
- Discharge the Right-of-Way on Title of 8571 No. 2 Road (charge # BR64216).
- Discharge the restrictive covenant on Title of 8571 No. 2 Road (charge # BR64217).
- Register a restrictive covenant on Title of the northmost future lot ensuring vehicle access is to/from the proposed new rear lane and not from existing right-of-way at 8499 No. 2 Road will be required prior to final adoption of the rezoning bylaw;
- Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment fees. Note: servicing costs to be determined via the Servicing Agreement; and
- Arrange for all five (5) lots to be serviced by underground Hydro, Telus, and Cable.

### Flood Management

Registration of a Flood Indemnity Covenant on Title of 8531 and 8571 No. 2 Road is required prior to final adoption of the rezoning bylaw.

### **Analysis**

This rezoning application complies with the City's Lane Establishment and Arterial Road Redevelopment Policies since it is a development proposal to permit a five-lot subdivision, each with a single-family dwelling and coach house above a garage, with vehicle access to a new rear lane.

### **Financial Impact**

None.

### **Conclusion**

This rezoning application is to permit subdivision of two (2) existing large lots into five (5) smaller lots (approximately 10 m wide), each with a single-family dwelling and coach house above a garage, with vehicle access to a new rear lane. This rezoning application complies with all applicable land use designations and policies contained within the Official Community Plan and is consistent with the direction of redevelopment that has been started in the surrounding area.

The list of rezoning conditions is included as **Attachment 4**, which has been agreed to by the applicant (signed acceptance on file).

On this basis, staff recommends support of the application.



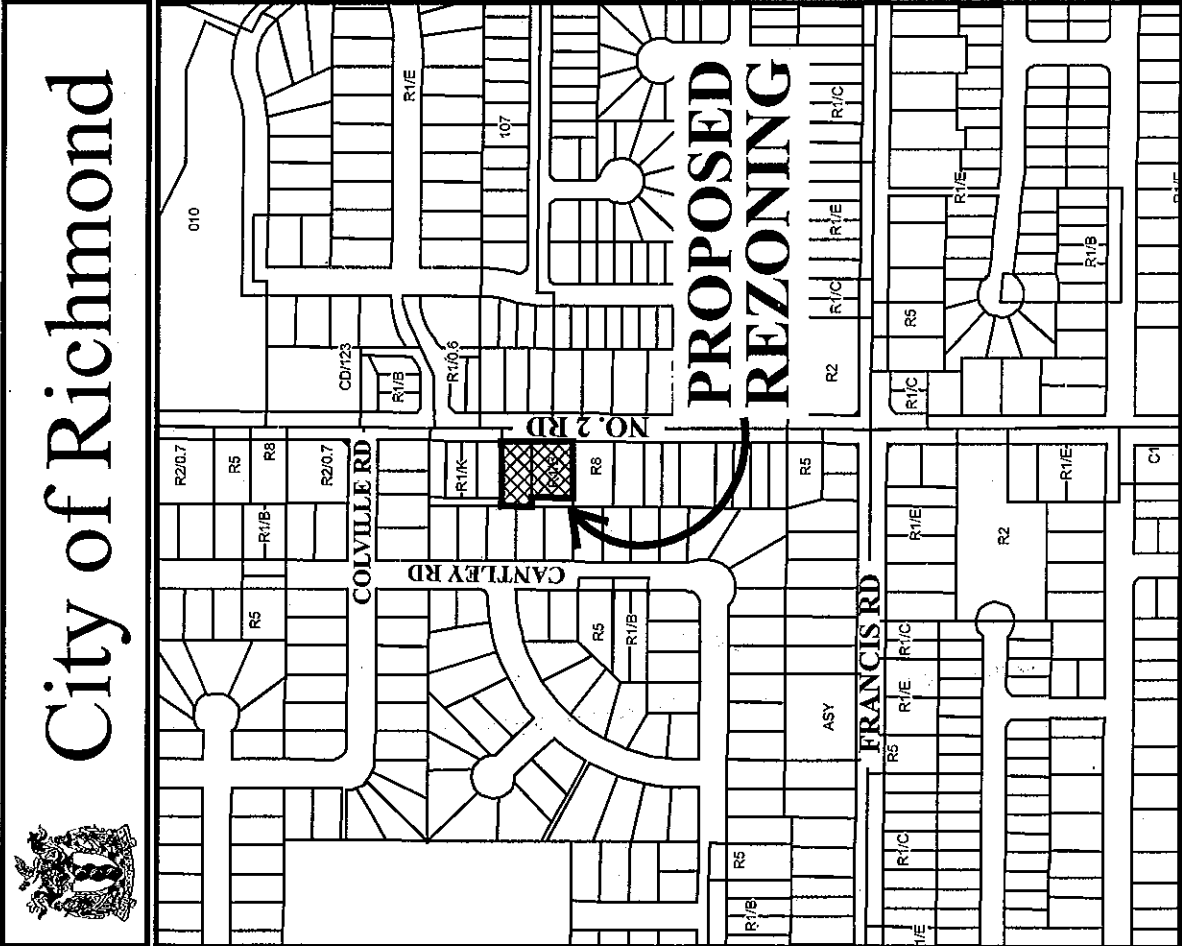
Cynthia Lussier  
Planning Assistant  
(Local 4108)

CL:blg

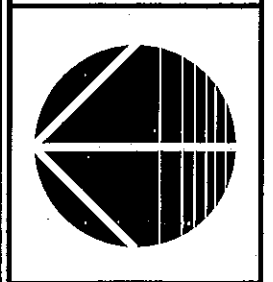
- Attachment 1: Location Map
- Attachment 2: Development Application Data Sheet
- Attachment 3: Tree Survey
- Attachment 4: Rezoning Considerations Concurrence

8580	21.34	20.37	16.97	8544	17.00	8526	17.00	8520	17.00	8500	9.50	7.5
<b>NO. 2 RD</b>												
8575	28.60	45.74	39.72	8571	28.60	45.72	39.72	8499	16.85	8497	11.03	11.03
28.60	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12	20.12

Original Date: 03/06/08  
 Revision Date:  
 Note: Dimensions are in METRES



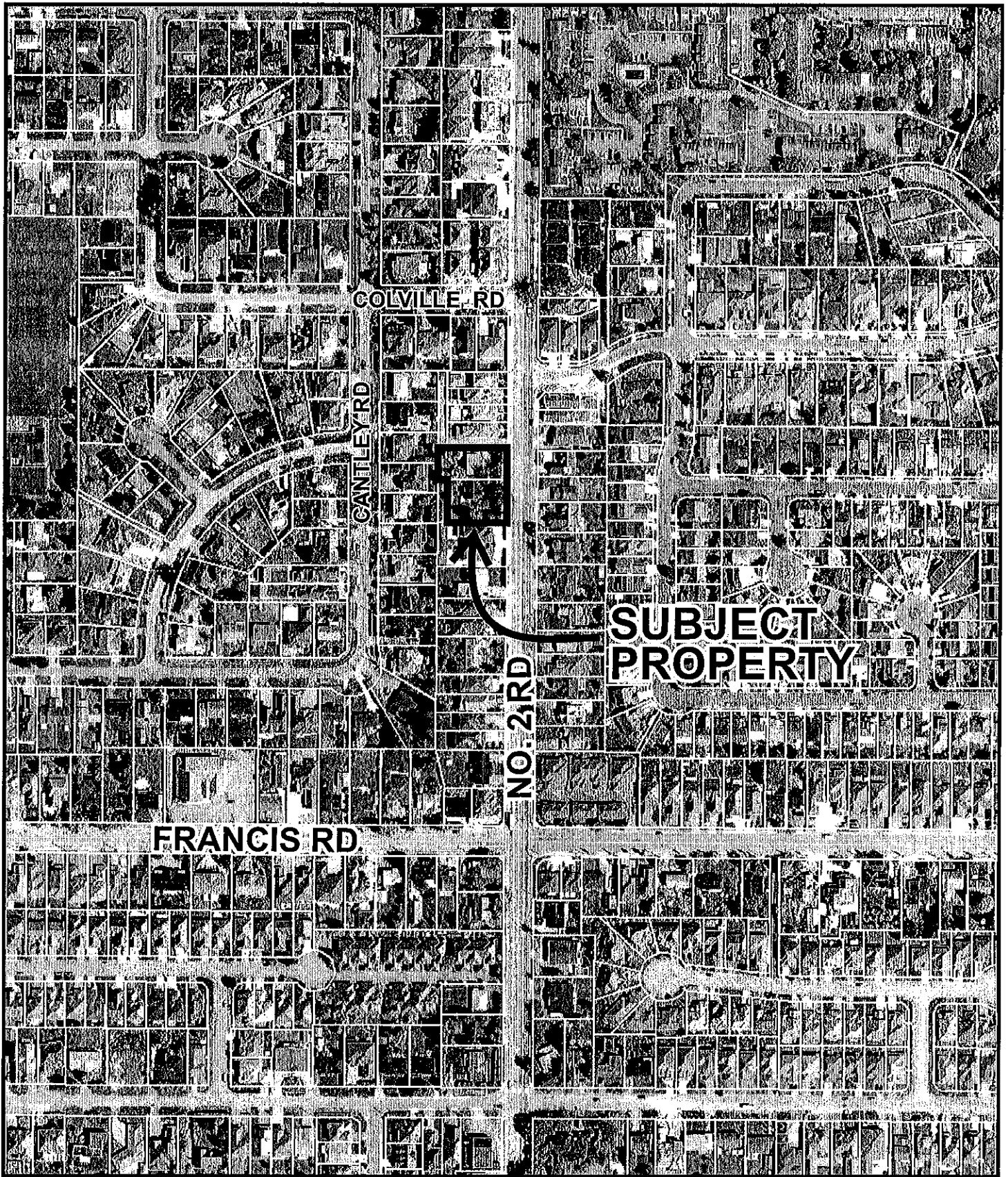
**RZ 08-411151**



**City of Richmond**







RZ 08-411151

Original Date: 03/06/08

Amended Date:

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 08-411151**

**Attachment 2**

Address: 8531 and 8571 No. 2 Road

Applicant: Sansui Holdings Ltd.

Planning Area(s): Blundell

	Existing	Proposed
<b>Owner:</b>	Sansui Holdings Ltd.	To be determined
<b>Site Size (m<sup>2</sup>):</b>	974 m <sup>2</sup> + 1,136 m <sup>2</sup> = Total 2,110 m <sup>2</sup> (22,713 ft <sup>2</sup> )	Five (5) lots – each approximately 397 m <sup>2</sup> (4,273 ft <sup>2</sup> ) plus proposed new rear lane
<b>Land Uses:</b>	Two (2) single-family dwellings	Five (5) single-family dwellings and coach houses above garages
<b>OCP Designation:</b>	<ul style="list-style-type: none"> <li>Generalized Land Use Map – <i>Neighbourhood Residential</i></li> <li>Specific Land Use Map – <i>Low-Density Residential</i></li> </ul>	No change
<b>Area Plan Designation:</b>	None	No change
<b>702 Policy Designation:</b>	None	No change
<b>Zoning:</b>	<ul style="list-style-type: none"> <li>Single-Family Housing District, Subdivision Area E (R1/E)</li> <li>Single-Family Housing District, Subdivision Area B (R1/B)</li> </ul>	Coach House District (R9)
<b>Number of Dwelling Units:</b>	2	10
<b>Other Designations:</b>	The OCP Lane Establishment and Arterial Road Redevelopment Policies permit residential redevelopment where a rear lane has been started but is not yet fully operational.	The proposed development enables continuation of the rear lane that has been started.

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55 plus 0.05 where the lot contains a coach house.	Max. 0.55 plus 0.05 where the lot contains a coach house.	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. area):	270 m <sup>2</sup> (2,906 ft <sup>2</sup> )	Five (5) lots – each approximately 397 m <sup>2</sup> (4,273 ft <sup>2</sup> )	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	<ul style="list-style-type: none"> <li>• Principal building - Max. 2 ½ storeys m</li> <li>• Accessory building – 2 storeys or 7.4 m whichever is less</li> </ul>	<ul style="list-style-type: none"> <li>• Principal building - Max. 2 ½ storeys m</li> <li>• Accessory building – 2 storeys or 7.4 m whichever is less</li> </ul>	none
Off-street Parking Spaces:	<ul style="list-style-type: none"> <li>• One-Family Dwelling – Two (2) spaces.</li> <li>• Coach House – One (1) space.</li> </ul> Total = 3 spaces	<ul style="list-style-type: none"> <li>• One-Family Dwelling – Two (2) spaces</li> <li>• Coach House – One (1) space.</li> </ul> Total = 3 spaces	none

Other: Tree replacement compensation required for loss of bylaw-sized trees.

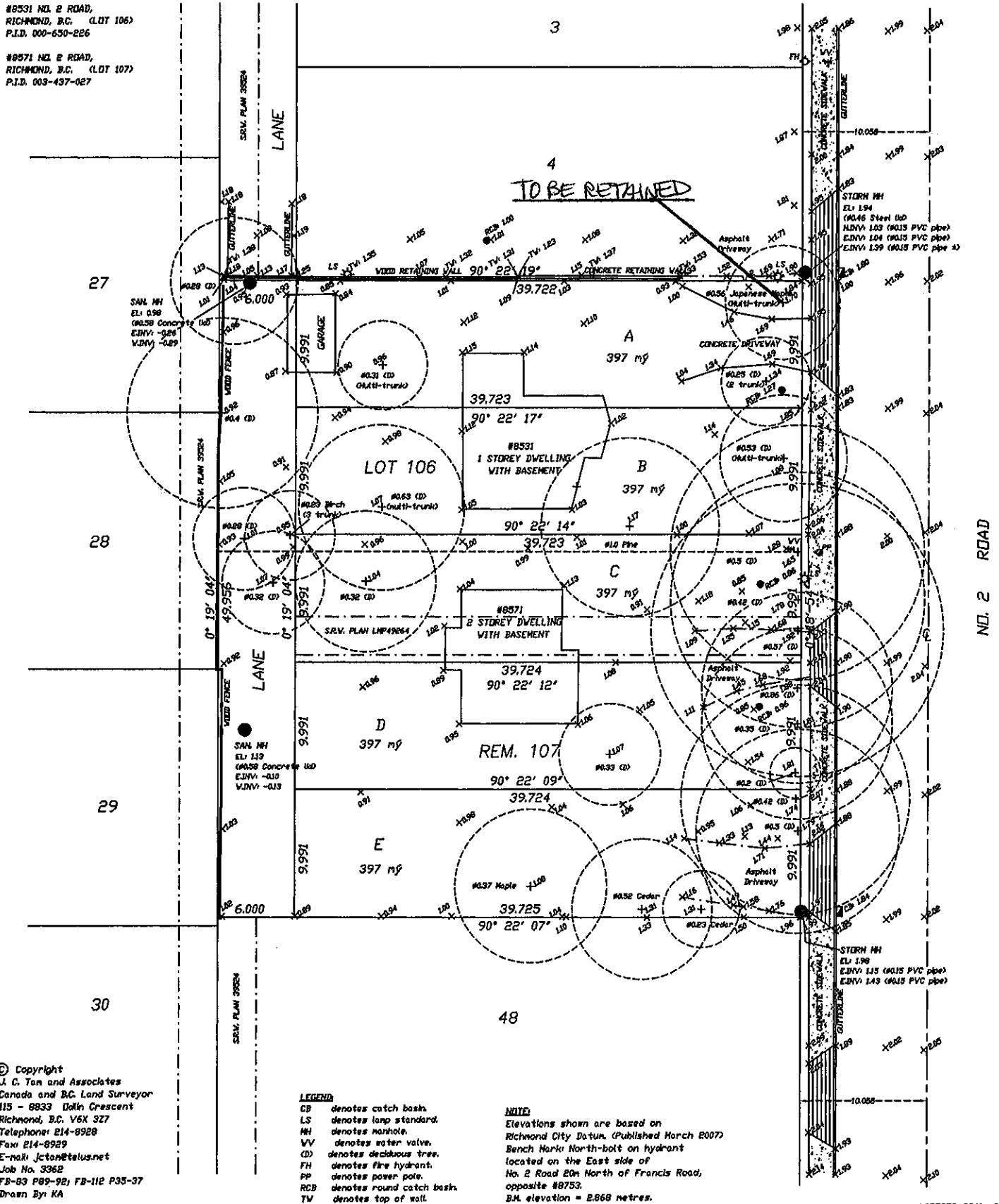
TOPOGRAPHIC PLAN AND PROPOSED SUBDIVISION OF:  
 1) LOT 106  
 2) LOT 107, EXCEPT PART DEDICATED LANE ON PLAN LMP49263  
 BOTH OF SECTION 24 BLOCK 4 NORTH RANGE 7 WEST  
 NEW WESTMINSTER DISTRICT PLAN 42984



SCALE: 1:200  
 0 5 10 15  
 ALL DISTANCES ARE IN METRES AND DECIMALS THEREOF UNLESS OTHERWISE INDICATED

#8531 NO. 2 ROAD,  
 RICHMOND, B.C. (LOT 106)  
 P.I.D. 000-630-226

#8571 NO. 2 ROAD,  
 RICHMOND, B.C. (LOT 107)  
 P.I.D. 003-437-027



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 J. C. Tan and Associates  
 Canada and B.C. Land Surveyor  
 115 - 8833 Dalk Crescent  
 Richmond, B.C. V6X 3Z7  
 Telephone: 214-8928  
 Fax: 214-8929  
 E-mail: jctan@telus.net  
 Job No. 3362  
 FB-83 P89-92; FB-112 P35-37  
 Drawn By: KA

**LEGEND**  
 CB denotes catch basin.  
 LS denotes lamp standard.  
 MH denotes manhole.  
 VV denotes water valve.  
 CD denotes deciduous trees.  
 FH denotes fire hydrant.  
 PP denotes power pole.  
 RCB denotes round catch basin.  
 TV denotes top of wall.

**NOTE**  
 Elevations shown are based on  
 Richmond City Datum, (Published March 2007)  
 Bench Mark North-bolt on hydrant  
 located on the East side of  
 No. 2 Road 20m North of Francis Road,  
 opposite #8753.  
 B.M. elevation = 2.868 metres.

SURVEY COMPLETED ON OCTOBER 29th, 2007.

DWG No. 3362-TOPD

## Rezoning Considerations

8531 and 8571 No. 2 Road

RZ 08-411151

Prior to final adoption of Zoning Amendment Bylaw 8478, the following items are to be addressed:

1. Submission of a Landscape Plan, prepared by a Registered Landscape Architect, to the satisfaction of the Director of Development, and deposit of a Landscaping Security based on 100% of the cost estimate provided by the landscape architect, including installation costs. The Landscape Plan should:
  - comply with the guidelines of the Official Community Plan's Lane Establishment & Arterial Road Redevelopment Policies and should not include hedges along the front property line;
  - include a mix of coniferous and deciduous trees; and
  - include the 24 replacement trees with the following minimum sizes [four (4) per future lot], and If proposed replacement trees can not be accommodated on-site, a cash-in-lieu contribution in the amount of \$500/tree to the City's Tree Compensation Fund for off-site planting would be required:

# Replacement Trees	Min. calliper of deciduous tree		Min. height of coniferous tree
2	8 cm	or	4 m
8	9 cm		5 m
10	10 cm		5.5 m
4	11 cm		6 m
<b>TOTAL 24</b>			

2. The City's acceptance of the developer's voluntary contribution of \$11,000 to the City's Tree Compensation Fund in-lieu of planting the remaining 22 replacement trees (\$500/tree).
3. Submission of a Contract entered into between the developer and a Certified Arborist for supervision of on-site works conducted within the drip lines of the off-site Cedar hedgerow at 8560 Cantley Road (identified as Tree # 6040 in the Arborist's Report dated May 9, 2008, by VanArbor Vegetation Consulting Ltd.) and the Japanese Maple (identified as Tree # 6035) at 8531 No. 2 Road. The Contract should include the scope of work to be undertaken as recommended in the Arborist's Report, including but not limited to:
  - The number of proposed site inspections;
  - Review of Servicing Agreement and Building Permit plans as it relates to the retention of the off-site Cedar hedgerow and on-site Japanese Maple;
  - Supervision during building demolition, perimeter drainage and utility connection installations, lane construction, existing driveway letdown removal sidewalk reinstatement;
  - Supervision of lot grading work in the vicinity of the Japanese Maple and/or construction of a tree well to ensure existing grade is maintained within the drip line; and
  - Preparation of a post-construction impact assessment report and letter of compliance by the Arborist to be submitted to the City for review.

4. Submission of a Survival Security to the City of Richmond in the amount of \$2,000 to ensure that the Japanese Maple (identified as Tree # 6035 in the Arborist's Report dated May 9, 2008, by VanArbor Vegetation Consulting Ltd.) at 8531 No. 2 Road to ensure its survival. The City will retain 90 % of the security until the proposed landscaping is planted on site, with the remaining 10 % of the security released one (1) year after inspection of the completed landscaping to ensure the Japanese Maple has survived.
5. Registration of a legal agreement on Title of 8531 and 8571 No. 2 Road to ensure that no final Building Permit inspection would be granted until a coach house is constructed on three (3) of the five (5) future lots, to the satisfaction of the City, in accordance with the BC Building Code and the City's Zoning Bylaw.
6. Registration of a flood indemnity covenant on Title of 8531 and 8571 No. 2 Road.

Prior to demolition stage, the following item is to be addressed:

1. Installation of Tree Protection Fencing as recommended in Appendix four (4) of the Arborist's Report dated May 9, 2008, by VanArbor Vegetation Consulting Ltd. Tree protection fencing must be installed, to City standards, prior to demolition of the existing dwellings on-site, and must remain in place until construction of the future dwellings on the site is complete.

At future subdivision stage, the developer will be required to:

1. Enter into a standard Servicing Agreement for the design and construction of a lane along the entire west property line of 8531 and 8571 No. 2 Road, connecting to the existing Public Rights of Passage (PROP) right-of-way (ROW) to the north at 8499 No. 2 Road. The lane design is to include, but not be limited to: storm sewer, sand and gravel base, roll curb and gutter on both sides (based on 5.10 m curb to curb), asphalt pavement and lane lighting. Removal of driveway letdowns and sidewalk reinstatement are to be included in the design as well. A site Storm Analysis is also required to be included. Note: design should also include water, storm, and sanitary connections for each lot.
2. Discharge the Right-of-Way on Title of 8571 No. 2 Road (charge # BR64216).
3. Discharge the restrictive covenant on Title of 8571 No. 2 Road (charge # BR64217).
4. Register a restrictive covenant on Title of the northmost future lot to ensure that vehicle access is to/from the proposed new rear lane and not to/from the existing Public Rights of Passage right-of-way (ROW) at 8499 No. 2 Road (LMP 49564).
5. Pay Development Cost Charges (City and GVS & DD), School Site Acquisition Charge, and Address Assignment fees. Note: servicing costs to be determined via the Servicing Agreement; and,
6. Arrange for all five (5) lots to be serviced by underground Hydro, Telus, and Cable.

[Signed original on file]

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Signed  
Applicant: Rey Janssen Lim, Sansui Holdings Ltd.

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Date



**Richmond Zoning and Development Bylaw 5300  
Amendment Bylaw 8478 (RZ 08-411151)  
8531 & 8571 NO. 2 ROAD**

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

- 1. The Zoning Map of the City of Richmond, which accompanies and forms part of Richmond Zoning and Development Bylaw 5300, is amended by repealing the existing zoning designation of the following area and by designating it **COACH HOUSE DISTRICT (R9)**.

P.I.D. 000-650-226

Lot 106 Section 24 Block 4 North Range 7 West New Westminster District Plan 42984

P.I.D. 003-437-027

Lot 107 except part dedicated lane on Plan LMP 49263 Section 24 Block 4 North range 7 West New Westminster District Plan 42984

- 2. This Bylaw may be cited as **“Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8478”**.

FIRST READING

APR 27 2009

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



\_\_\_\_\_  
MAYOR

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

