



To: Planning Committee **Date:** February 23, 2009
From: Brian J. Jackson **File:** RZ 08-434507
Director of Development
Re: **Application by Robin & Jane MacFarlane for Rezoning at
3051 Catalina Crescent from Single-Family Housing District, Subdivision
Area E (R1/E) to Comprehensive Development District (CD/203)**

Staff Recommendation

That Bylaw No. 8455, to create "Comprehensive Development District (CD/203)" and for the rezoning of 3051 Catalina Crescent from "Single-Family Housing District, Subdivision Area E (R1/E)" to "Comprehensive Development District (CD/203)", be introduced and given first reading.

Brian J. Jackson, MCIP
Director of Development

CL: blg
Att.

FOR ORIGINATING DEPARTMENT USE ONLY
CONCURRENCE OF GENERAL MANAGER

Staff Report

Origin

Robin and Jane MacFarlane have applied to the City of Richmond for permission to rezone 3051 Catalina Crescent from “Single-Family Housing District, Subdivision Area E (R1/E)” to “Comprehensive Development District (CD/203)”, to accommodate a coach house above a new detached garage on the property, with vehicle access from the existing rear lane and one (1) exterior parking space (**Attachment 1**). There is an existing single-family house already on the site, which will be retained.

Findings of Fact

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

Surrounding Development

The subject property is located in Burkeville, which is an established and unique residential neighbourhood on Sea Island in close proximity to Vancouver International Airport, and which consists of a mix of older and newer character dwellings on larger lots zoned “Single-Family Housing District, Subdivision Area E (R1/E)”.

- To the north, is an older dwelling on a lot zoned “Single-Family Housing District, Subdivision Area E (R1/E)”;
- To the east, immediately across Catalina Crescent, are treed City boulevards flanking Airport Road, which run parallel to Catalina Crescent and which provide a buffer of approximately 70 m to Russ Baker Way;
- To the south, is a newer dwelling on a lot zoned “Single-Family Housing District, Subdivision Area E (R1/E)” fronting both Hudson Avenue and Catalina Crescent; and.
- To the west, immediately across the rear lane, is an older dwelling on a lot zoned “Single-Family Housing District, Subdivision Area E (R1/E)” fronting Douglas Crescent.

Related Policies & Studies

OCP Designation

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

Lot Size Policy

There is no Lot Size Policy for this area.

Affordable Housing Strategy

Under the Affordable Housing Strategy approved by Council on May 28, 2007, in order to help meet the City's targets for affordable rental housing, all lots being rezoned to increase the allowable density or to facilitate subdivision are required to include:

- a) a secondary suite in all single-family residential zoning districts; or,
- b) a coach house unit above a garage where permitted.

This requirement was maintained as one of the options in the revised Interim Affordable Housing Strategy for single-family developments approved by Council on April 28, 2008.

The 2007 Affordable Housing Strategy also recommended the legalization of a secondary suite as an accessory use in all single-family residential zoning districts. The Zoning Bylaw was amended June 18, 2007, to implement this recommendation.

This development proposal conforms to the Affordable Housing Strategy as the rezoning will enable a coach house to be built on the property instead of a secondary suite. The allowable density will not be altered.

OCP Aircraft Noise Sensitive Development Policy

The subject property is located within *Area 2 – High Aircraft Noise Area* of the OCP Aircraft Noise Sensitive Development (ANSD) Policy, in which all aircraft noise sensitive land uses may be considered, except new single-family detached development. This development proposal matches the intent of this Policy, as it does not result in the creation of a new single-family dwelling on the site or an increase in allowable density. This development proposal to create a coach house above a garage on the same site as the existing single-family dwelling is essentially the same as the creation of a secondary suite on the site, which is permitted outright in all single-family residential zoning districts in the City without rezoning.

As a condition of rezoning, an aircraft noise covenant is required to be registered on Title, in accordance with the ANSD Policy, to address public awareness and to ensure aircraft noise mitigation is incorporated into the coach house design and construction.

Vancouver International Airport Authority (VIAA) Consultation

Staff understand that VIAA has concerns over residential density increases within areas affected by aeronautical operations. Although a formal referral about this rezoning application to Vancouver International Airport Authority (VIAA) is not required (because it matches the intent of the ANSD Policy and no OCP amendment is required), an informal referral was sent to VIAA as a courtesy to provide notification that this application was received.

The table below provides a summary of VIAA comments on this rezoning application and Staff analysis:

VIAA Comments	Staff Analysis
<ul style="list-style-type: none"> The subject property is within the 40 Noise Exposure Forecast (NEF) Contour, in which no residential development should be undertaken. 	<ul style="list-style-type: none"> Staff understands that VIAA does not support any residential development above the 30 NEF Contour.
<ul style="list-style-type: none"> Given the subject property's close proximity to the south portion of the airport, there are no flight procedures that can be accommodated to further mitigate noise; 	<ul style="list-style-type: none"> The aircraft noise covenant, which is required to be registered on Title as a condition of rezoning, is intended to ensure aircraft noise mitigation is incorporated into the coach house design and construction.
<ul style="list-style-type: none"> The registration of an aircraft noise covenant on Title, although intended to address public awareness, offers no benefit to potential coach house tenants as there is no requirement for the property owner to disclose noise exposure information to potential tenants; 	<ul style="list-style-type: none"> The covenant is also intended to inform anyone interested in the subject property of potential property issues.
<ul style="list-style-type: none"> The City should explore options to require disclosure of noise exposure information by the property owner to potential coach house tenants. 	<ul style="list-style-type: none"> The City's Law Department advises that the existing aircraft noise covenant is sufficient to address public awareness of aircraft noise exposure, and that to impose an obligation in the covenant for the property owner to disclose such information to potential coach house tenants would be difficult to enforce.

Public Input

In response to the placement of the rezoning sign on the subject property, two (2) residents of the neighbourhood informally contacted staff to express both positive and negative comments about the application. The nature of comments was:

- There was keen interest to pursue a similar development proposal on their property; and on the other hand,
- Concerns about adjacency issues and privacy exist with the proliferation of two-storey accessory buildings in the neighbourhood.

Staff have addressed these concerns through the proposed zoning for the site, described in the next section.

Staff Comments

Background

Burkeville has not been an active area of redevelopment through rezoning or subdivision. Aside from this development proposal, there has been limited rezoning in the neighbourhood.

Staff is proposing a new “Comprehensive Development District (CD/203)” zone for this rezoning application:

- to distinguish it from the existing “Coach House District (R/9)” zone, which:
 - is specifically intended for lots situated within the Hamilton Area or those fronting a section line road (the subject property meets neither of these criteria); and,
 - allows for an increase in the floor area ratio (FAR) to provide for the coach house; and,
- to address potential concerns over the introduction of the coach house form in an existing residential neighbourhoods with rear lane access, by ensuring sensitivity to and compatibility with the surrounding area with respect to building mass, height, siting, access, and open space.

Differences between the existing “Coach House District (R/9)” zone and the proposed new “Comprehensive Development District (CD/203)” zone are summarized in the table below.

Details	“Coach House District (R/9)”	“CD/203”	Rationale
Permitted Uses	Boarding & Lodging, limited to two persons per <u>dwelling unit</u> .	Boarding & Lodging, limited to two persons <u>in the principal dwelling</u> .	Intended to prohibit boarding and lodging in the coach house.
	Home Occupation	Home Occupation, <u>but excluding Child Care in the Coach House</u> .	Intended to maintain the existing home occupation uses permitted in the zone and surrounding neighbourhood.
	Accessory Uses	Accessory Uses, <u>but excluding Secondary Suites</u> .	Intended to maintain the density permitted in the existing zone and surrounding neighbourhood, by treating the coach house as the secondary suite.
Permitted Density	Maximum floor area ratio of 0.55, <u>plus an additional 0.05</u> where the lot contains one coach house <u>with less than 60 m² of gross floor area</u> .	Maximum floor area ratio of 0.55, <u>including</u> one coach house, which must have a <u>minimum</u> of 33 m ² and a <u>maximum</u> of 60 m ² of gross floor area.	Intended to maintain the density permitted in the existing zone, and to provide a minimum gross floor area for the coach house to address livability.

Details	"Coach House District (R/9)"	"CD/203"	Rationale
Maximum Lot Coverage	45% for buildings only, and 80% for buildings and non-porous surfaces or structures inclusive.	45% for buildings only, <u>70%</u> for buildings and non-porous surfaces or structures inclusive.	Intended to promote sustainability and livability in terms of surface water management, and through increased landscaping and porous open space.
Setbacks	Rear Yard: <ul style="list-style-type: none"> principal building – 6.0 m; accessory building containing the coach house – 1.2 m to any lot line not abutting a public road; <u>An extension of the principal building that forms a connection to the accessory building</u> containing the coach house may be located within the rear yard setback. 	Rear Yard: <ul style="list-style-type: none"> principal building – 6.0 m; accessory building containing the coach house – 1.2 m to any lot line not abutting a public road; the accessory building that contains the coach house <u>must be completely detached from the principal building.</u> 	Intended to maintain the area of open space consistent with the existing zone and surrounding neighbourhood, and to address potential concerns related to building mass.
	Side Yard – 1.2 m for a principle building, and <u>0.6 m</u> for an accessory building.	Side Yard – 1.2 m	Intended to maintain the area of open space consistent with the existing zone and surrounding area, and address potential adjacency concerns related to the siting of the accessory building that contains the coach house.
Minimum Building Separation Space	1.2 m	<u>4.5 m</u>	Intended to maintain the area of open space consistent with the existing zone and surrounding area.
Common Wall	Allows one wall of the coach house to be attached to the principle dwelling.	Removed – The accessory building that contains the coach house <u>must be completely detached from the principal building.</u>	Intended to address potential concerns related to usage of the rear yard setback for an excess of vehicle parking.
Minimum Lot Size and Dimensions	Minimum Lot Area – 270 m ²	Minimum Lot Area – <u>450 m²</u>	Intended to minimize the opportunity for increased density through subdivision of land.
	A parcel to be created in the zone shall have the following minimum dimensions: Frontage – 6.0 m Width – 9.0 m Depth – 24.0 m	A parcel to be created in the zone shall have the following minimum dimensions: <u>Width – 18.0 m</u> <u>Depth – 24.0 m</u> <u>Area – 550 m²</u>	

Preliminary Site Plan

The Applicant has submitted a preliminary site plan showing the current location of the existing house and detached garage (**Attachment 3**). There are no changes proposed to the existing house or lot grade.

The applicant proposes to demolish the existing garage and replace it with a new detached garage containing a 2nd storey coach house on the northwest corner of the property. The ground floor area of the proposed new garage is shown to be approximately 71.6 m² (770 ft²), while the 2nd storey coach house area will be a maximum of 60 m² (645.9 ft²), providing for some articulation in the vertical building mass. At future development stage, a Building Permit must be obtained by the applicant and the final building design must comply with all City regulations.

This development proposal complies with the maximum floor area ratio of 0.55 required in the proposed zone.

Trees & Landscaping

A Tree Survey submitted by the applicant shows the location of one (1) bylaw-sized tree on the adjacent property to the south at 1020 Hudson Avenue (**Attachment 4**). There are no potential impacts anticipated to this tree, as the proposed coach house is to be located approximately 24 m to the northwest with vehicle access to and from the lane, therefore a Certified Arborist's Report was not required.

Council Policy 5032, adopted in 1995, encourages property owners to plant and maintain at least two (2) trees on every lot in recognition of the many benefits derived from urban trees. Consistent with this Policy and to enhance the subject property, the applicant has agreed to plant and maintain two (2) trees (minimum 6 cm calliper), and submit a security in the amount of \$1,000 (\$500/tree) prior to final adoption of the rezoning bylaw.

Site Servicing & Vehicle Access

There are no servicing concerns with rezoning.

Section 7.0 of the City's *Engineering Specifications* states that:

“A person should not construct, maintain or use any means of vehicular access from a residential lot to a road where an alternate vehicular access exists or is available, off a lesser classification road, for such residential lot.”

As a condition of rezoning, a restrictive covenant is required to be registered on Title to ensure vehicular access to the subject site is from the existing rear lane only, with no access permitted to or from Catalina Crescent.

Flood Management

In accordance with the Interim Flood Protection Management Strategy, registration of a Flood Indemnity Covenant on Title is required prior to final adoption of the rezoning bylaw.

Analysis

This development proposal complies with all land use designations contained within the Official Community Plan (OCP) and other City policies.

The OCP and Affordable Housing Strategy encourages a variety of housing forms including secondary suites. The existing R1/E zoning at the subject site currently permits a secondary suite. Rezoning will allow a coach house above a detached garage instead of a secondary suite, with no change in allowable building area or unit density from the existing zone.

The proposed CD/203 zone has been designed to address livability and sustainability and to address potential adjacency concerns by ensuring sensitivity to and compatibility with the surrounding area with respect to building mass, height, siting, access and landscaped open space.

If approved, the City may see similar rezoning requests for this housing form in the neighbourhood or in other areas with rear lane access. Anyone wishing to pursue a similar development proposal would require a rezoning approved by Council.

Financial Impact

None.

Conclusion

This rezoning application to permit a coach house above a new detached garage complies with all applicable policies and land use designations contained within the OCP and other City policies. The list of rezoning conditions is included as **Attachment 6**, which has been agreed to by the applicant (signed acceptance on file). On this basis, staff support the application.



Cynthia Lussier
Planning Assistant
(Local 4108)

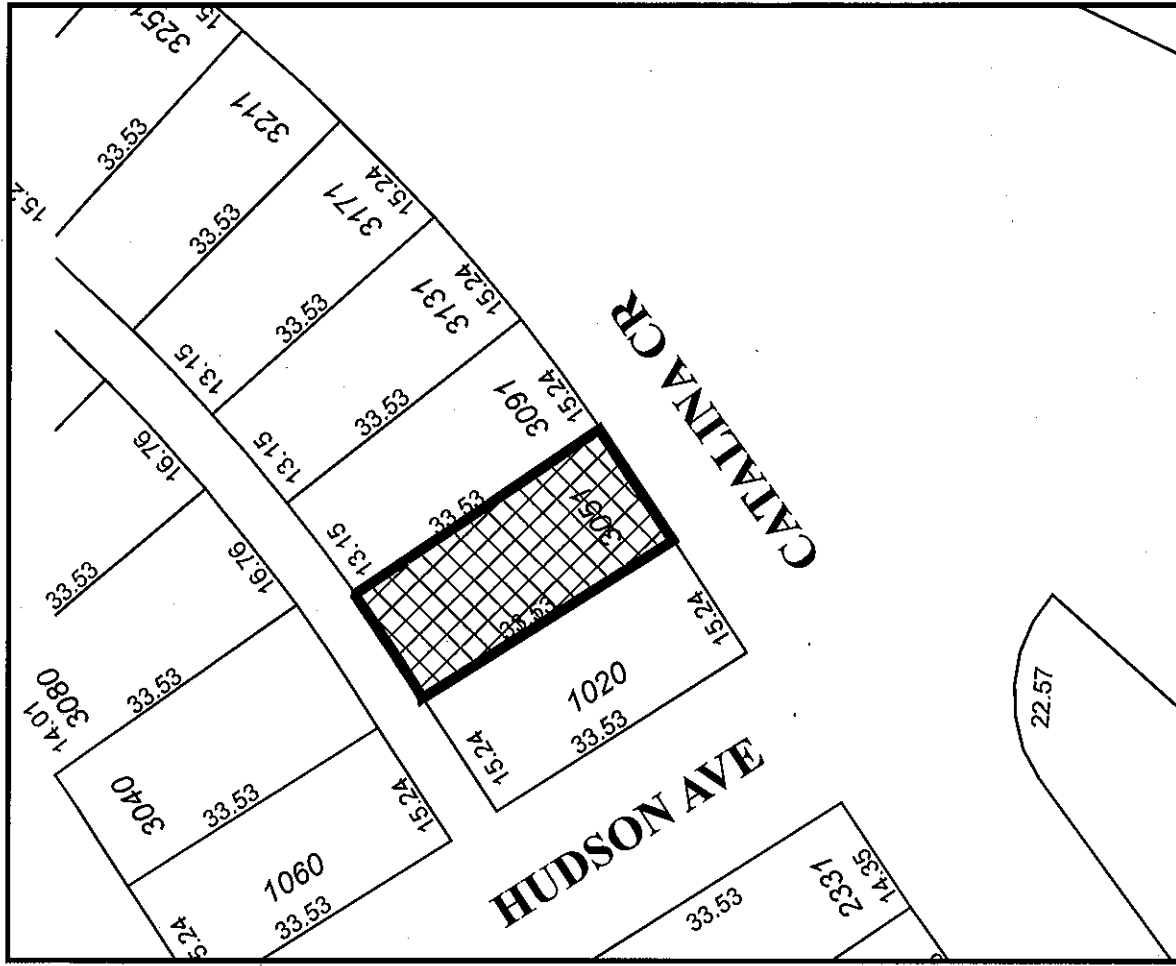
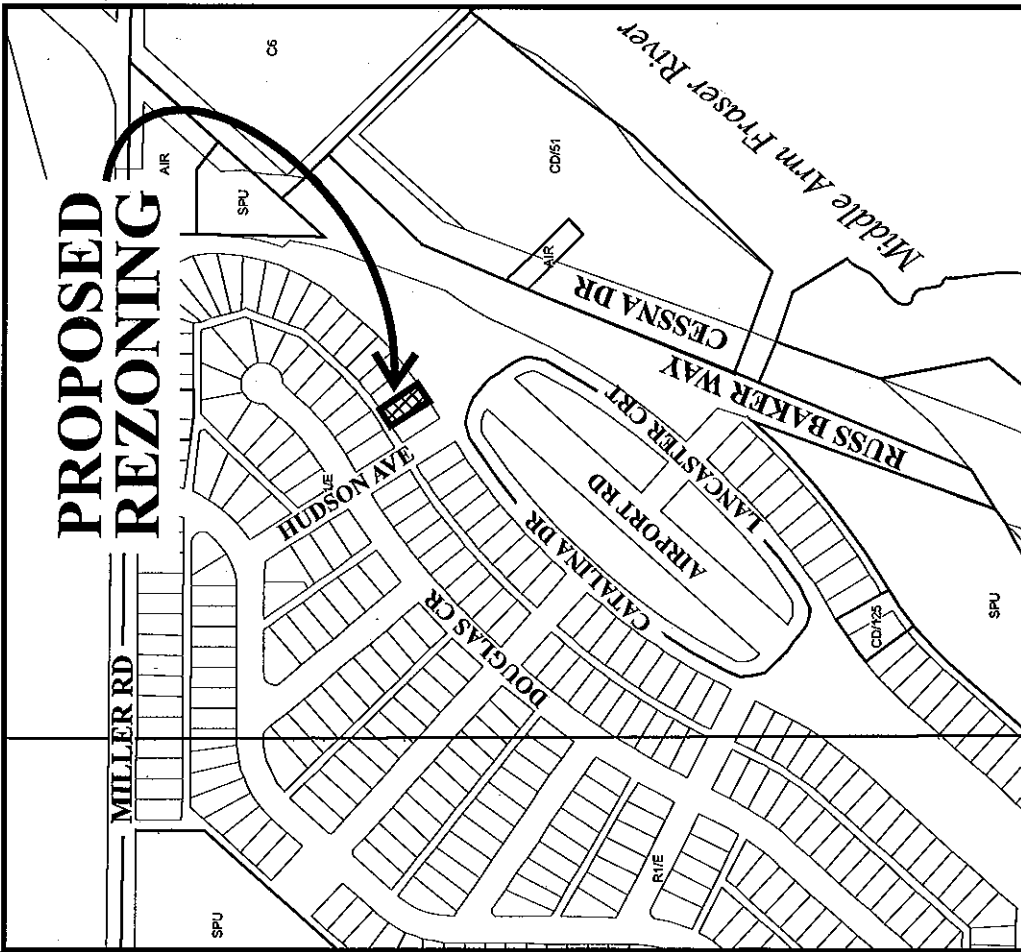
CL:blg

- Attachment 1: Location Map/Aerial Photo
- Attachment 2: Development Application Data Sheet
- Attachment 3: Preliminary Site Plan
- Attachment 4: Tree Survey
- Attachment 5: Preliminary Building Elevation Plans
- Attachment 6: Rezoning Considerations Concurrence

City of Richmond

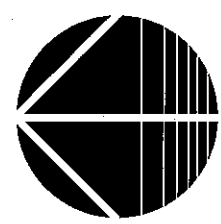


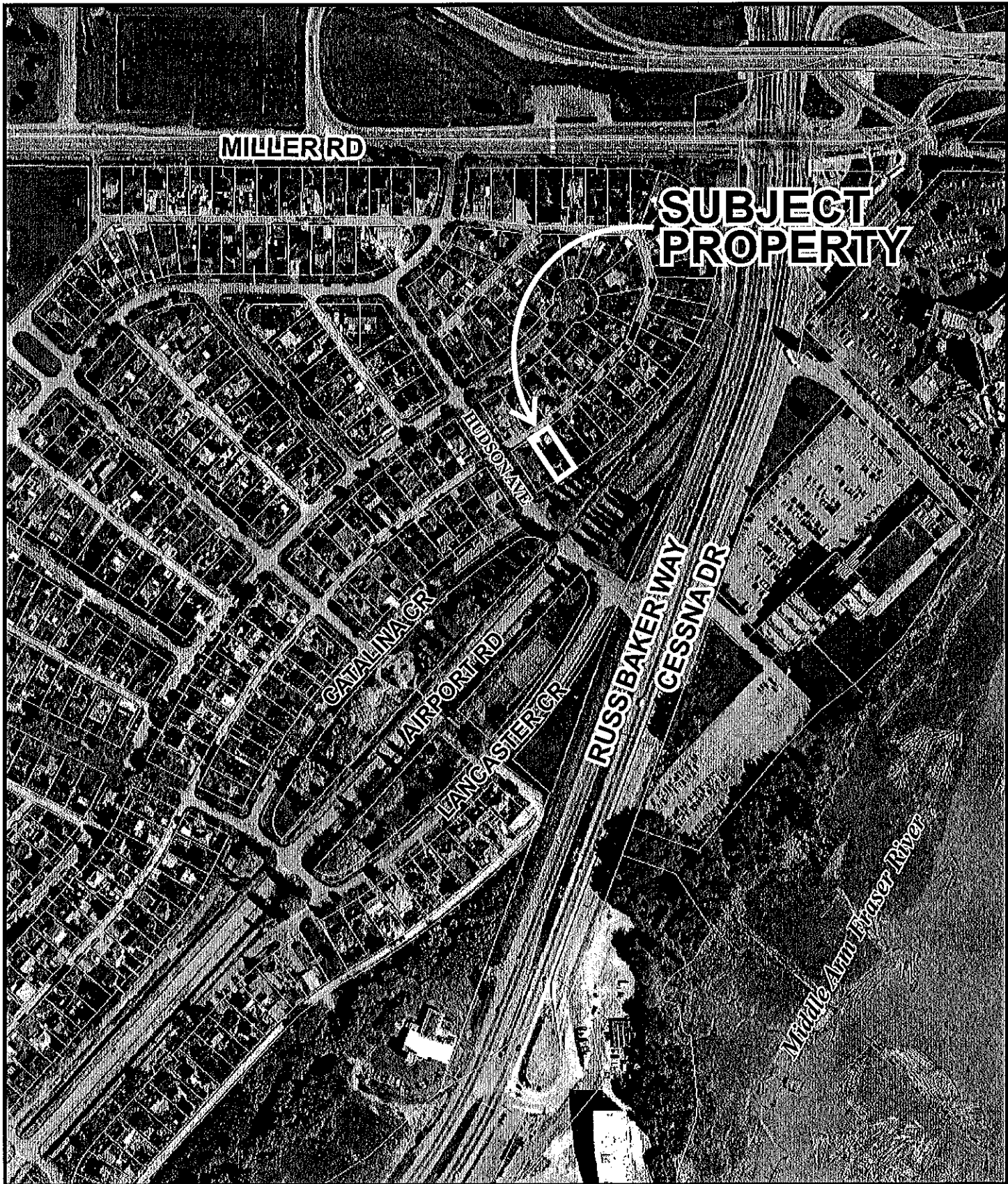
**PROPOSED
REZONING**



Original Date: 08/12/08
Revision Date:
Note: Dimensions are in METRES

RZ 08-434507





**SUBJECT
PROPERTY**



RZ 08-434507

Original Date: 08/12/08

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 08-434507

Attachment 2

Address: 3051 Catalina Crescent

Applicant: Robin & Jane MacFarlane

Planning Area(s): Sea Island

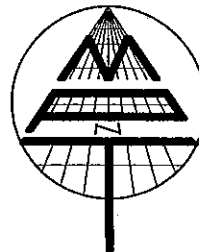
	Existing	Proposed
Owner:	Robin & Jane MacFarlane	No change
Site Size (m²):	491 m ² (5, 285 ft ²)	No change
Land Uses:	One (1) single-family residential dwelling and accessory building	One (1) single-family residential dwelling and one (1) coach house above an accessory building
OCP Designation:	<ul style="list-style-type: none"> Generalized Land Use Map – <i>Neighbourhood Residential</i> Specific Land Use Map – <i>Low-Density Residential</i> 	No change
Area Plan Designation:	None	No change
702 Policy Designation:	None	No change
Zoning:	Single-Family Housing District, Subdivision Area E (R1/E)	Comprehensive Development District (CD/203)
Other Designations:	<ul style="list-style-type: none"> The development proposal conforms to the Affordable Housing Strategy by assisting to meet the City's targets for rental housing through the creation of a coach house unit above a garage. The subject property is located within <i>Area 2 – High Aircraft Noise Area</i> of the Aircraft Noise Sensitive Development Policy, in which all aircraft noise sensitive land uses may be considered, except new single-family detached development 	No change

On Future Subdivided Lots	Bylaw Requirement	Proposed	Variance
Floor Area Ratio:	Max. 0.55	0.55	none permitted
Lot Coverage – Building:	Max. 45%	Max. 45%	none
Lot Size (min. dimensions):	450 m ²	491 m ²	none
Setback – Front & Rear Yards (m):	Min. 6 m	Min. 6 m	none
Setback – Side Yard (m):	Min. 1.2 m	Min. 1.2 m	none
Height (m):	2.5 storeys – Building 2 storeys – Accessory Building	2.5 storeys – Building 2 storeys – Accessory Building	none
Off-street Parking Spaces – Total:	3	3	none

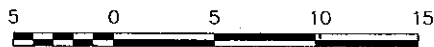
SURVEY PLAN OF LOT 28 BLOCK "M" SECTION 29 BLOCK 5 NORTH RANGE 6 WEST NEW WESTMINSTER DISTRICT PLAN 9740

PARCEL IDENTIFIER (PID): 009-839-623

CIVIC ADDRESS
#3051 CATALINA CRESCENT
RICHMOND, B.C.

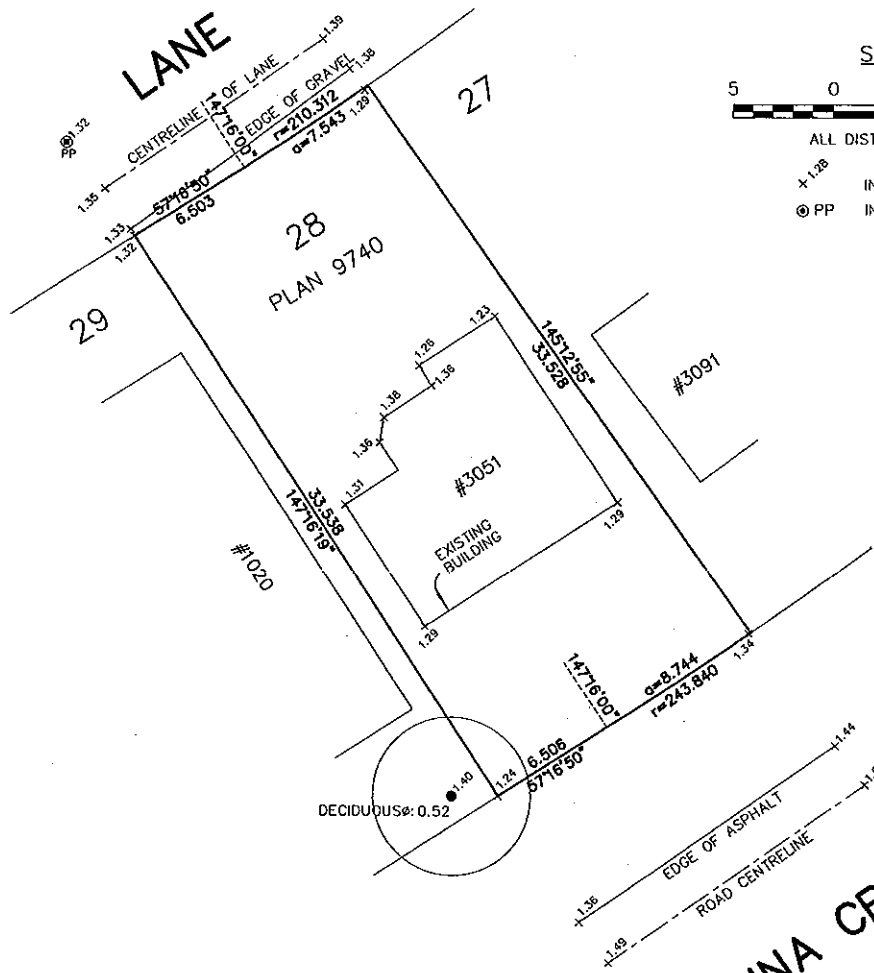


LEGEND
SCALE 1:250



ALL DISTANCES ARE IN METRES.

- + 1.28 INDICATES SPOT ELEVATION
- ⊙ PP INDICATES POWER POLE



NOTES:

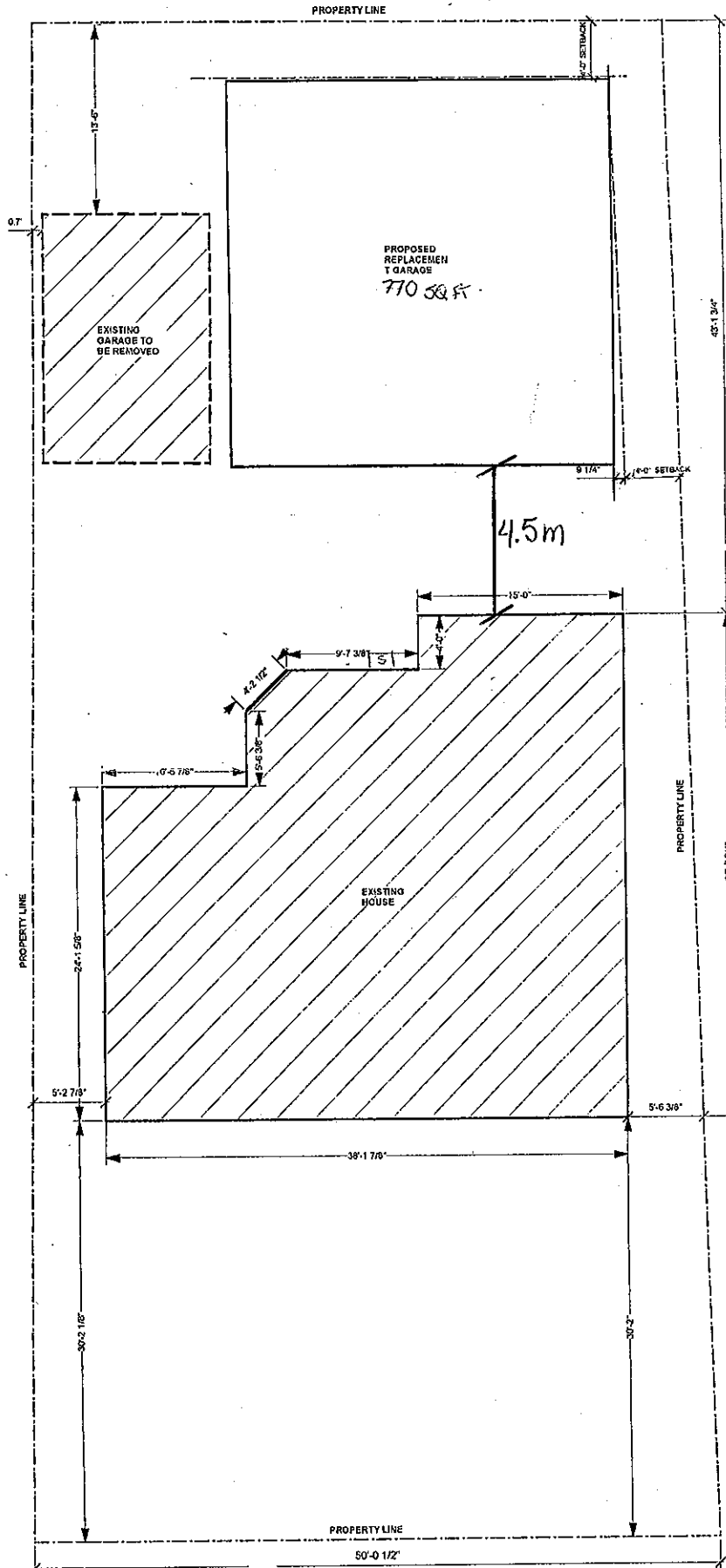
- PROPERTY LINE DIMENSIONS ARE DERIVED FROM LAND TITLE OFFICE RECORDS.
- ELEVATIONS ARE TO RICHMOND GEODETIC DATUM
- ALL TREES AND STUMPS HAVE BEEN PLOTTED AS REQUIRED BY BYLAW NO. 8057.

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MATSON PECK & TOPLISS
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 V6Y 3T8
 PH: 604.270.9331
 FAX: 604.270.4137
 CADFILE: 15894-001-TPG-000.DWG

CERTIFIED CORRECT
THIS 29TH DAY OF JULY, 2008.

B.C.L.S.



RECEIVED
JUN 12 2002
BY: *CR*

Rezoning Considerations
3051 Catalina Crescent
RZ 08-434507

Prior to final adoption of Zoning Amendment Bylaw 8455, the developer is required to complete the following:

1. Submit a landscaping security in the amount of \$1, 000 (\$500/tree) to ensure that two (2) trees (minimum 6 cm calliper), are planted and maintained on-site to enhance the property.
2. Registration of an aircraft noise sensitive use covenant on title to address public awareness and to ensure aircraft noise mitigation is incorporated into the coach house design and construction.
3. Registration of a restrictive covenant to ensure vehicular access to the site is from the existing rear lane only, with no access permitted to/from Catalina Crescent.
4. Registration of a flood indemnity covenant on title.

[Signed original on file]

Signed
Robin & Jane MacFarlane

Date



**Richmond Zoning and Development Bylaw 5300
Amendment Bylaw 8455 (RZ 08-434507)
3051 CATALINA CRESCENT**

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

1. Richmond Zoning and Development Bylaw 5300 is amended by inserting as Section 291.203 thereof the following:

"COMPREHENSIVE DEVELOPMENT DISTRICT (CD/203)

The intent of this zoning district is to accommodate a single family dwelling with a second dwelling unit above a detached garage, with vehicle access to a rear lane.

291.203.1 PERMITTED USES

RESIDENTIAL, limited to the principal **One-Family Dwelling** and one **Coach House** above a detached garage;
BOARDING AND LODGING, limited to two persons in the principal **One-Family Dwelling**;
HOME OCCUPATION, but excluding **Child Care** in the **Coach House**;
ACCESSORY USES, but excluding **Secondary Suites**.

291.203.2 PERMITTED DENSITY

- .01 Maximum number of **dwelling units**: Two.
- .02 Maximum **Floor Area Ratio**: 0.55, applied to a maximum of 464.5 m² (5,000 ft²) of the **lot** area, together with 0.30 applied to the balance of the **lot** area in excess of 464.5 m² (5,000 ft²), **PROVIDED THAT**
 - (a) the **coach house** has a minimum gross floor area of 33 m² (355 ft²) and does not exceed a gross floor area of 60 m² (645.8 ft²);
 - (b) the gross floor area of the second **storey** of the **accessory building** containing the **coach house** does not exceed 80% of the gross floor area of the first **storey**;
 - (c) any portion of floor area which exceeds 5.0 m (16.4 ft) in height, save and except an area of up to 10 m² (107.6 ft²) used exclusively for entry and staircase purposes, shall be considered to comprise two floors and shall be measured as such.

- .03 An additional 10% of the total floor area calculated above for the **lot** in question, is permitted, which must be used exclusively for covered areas open on one or more sides; provided that a maximum of 6 m² (64.6 ft²) may be applied to the **accessory building** containing the **coach house**.
- .04 An additional 50 m² (538.2 ft²) is permitted, which must be **used** only for **accessory buildings** and off-street parking.
- .05 **floor area ratio** limitations are not applicable to one **accessory building** which does not exceed 10 m² (107.6 ft²) in area.

291.203.3 MAXIMUM LOT COVERAGE

- .01 For the purpose of this subsection only, a *non-porous surface* is any constructed surface on, above, or below ground that does not allow precipitation or surface water to penetrate directly into the underlying soil.
- .02 The maximum **lot coverage** for **buildings** only is 45%; and the maximum **lot coverage** for **buildings** and any non-porous surfaces or **structures** inclusive is 70%.
- .03 A minimum of 20% of the **lot** area is restricted to landscaping with live plant material.

291.203.4 MINIMUM SETBACKS FROM PROPERTY LINES

- .01 **Front Yard:** 6.0 m (19.6 ft); EXCEPT THAT
 - (a) porches and verandas forming part of the principal **one-family dwelling**, are less than 5.0 m (16.4 ft) in height and are open on those sides which face a **public road** may be located within the **front yard** setback, but no closer to the **front property line** than 4.5 m (14.8 ft);
 - (b) bay windows forming part of the principal **one-family dwelling**, may project into the required **front yard** for a distance of not more than 0.6 m (1.9 ft);
 - (c) **accessory buildings** are not permitted in the **front yard** setback.
- .02 **Side Yard:** 1.2 m (3.9 ft); EXCEPT THAT
 - (a) where a **side property line** abuts a **public road**, the minimum **side yard** to that property line shall be 3.0 m (9.8 ft).

- .03 **Rear Yard:** 6.0 m (19.6 ft); EXCEPT THAT
- (a) in the case of a **corner lot** on which the **side yard setback** abutting a **public road** is maintained at a minimum of 6.0 m (19.6 ft), the **rear yard setback** is 1.2 m (3.9 ft);
 - (b) portions of the principal **one-family dwelling** which are less than 2.0 m (6.5 ft) in height, and **accessory buildings** of more than 10 m² (107.6 ft²) in area may be located within the **rear yard setback** area, but no closer than:
 - (i) 3.0 m (9.8 ft) to a property line abutting a **public road**; or
 - (ii) 1.2 m (3.9 ft) to any other property line; and
 - (c) there is no **rear yard setback** requirement for an **accessory building**, which has an area of 10 m² (107.6 ft²) or less.

291.203.5 **MAXIMUM HEIGHTS**

- .01 For the principal **one-family dwelling**: 2½ **storeys**, or 9.0 m (29.5 ft), whichever is less, but in no case above the **residential vertical envelope (lot width)** or the **residential vertical envelope (lot depth)**;
- .02 For the **accessory building** containing the **coach house**: 2 **storeys**, or 7.4 m (24.3 ft), whichever is less.
- .03 For all other **accessory buildings** and **structures**: 5.0 m (16.4 ft).

291.203.6 **MINIMUM BUILDING SEPARATION SPACE**

- .01 The minimum building separation space between the principal **one-family dwelling** and the **accessory building** containing the **coach house** is 4.5 m (14.8 ft).

291.203.7 **MINIMUM LOT SIZE**

- .01 A **dwelling unit** shall not be constructed on a **lot** less than 450 m² (4,843.9 ft²) in area.
- .02 A **lot** to be created by subdivision shall have the following minimum dimensions:
 - (a) **width of lot**: 18.0 m (59.1 ft), except that for **corner lots** the minimum **width of lot** is 20 m (65.6 ft);
 - (b) **depth of lot**: 24.0 m (78.7 ft);
 - (c) **lot area**: 550 m² (5,920.3 ft²).

291.203.8 OFF-STREET PARKING

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

291.203.9 SCREENING AND LANDSCAPING

.01 Screening and landscaping shall be developed and maintained in accordance with Division 500 of this bylaw as it applies to the R1 zoning district."

2. 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 **COMPREHENSIVE DEVELOPMENT DISTRICT (CD/203)**.

P.I.D. 009-839-623

Lot 28 Block "M" Sections 29 and 30 Block 5 North Range 6 West New Westminster District Plan 9740

3. This Bylaw may be cited as "**Richmond Zoning and Development Bylaw 5300, Amendment Bylaw 8455**".

FIRST READING

A PUBLIC HEARING WAS HELD ON

SECOND READING

THIRD READING

OTHER REQUIREMENTS SATISFIED

ADOPTED



MAYOR

CORPORATE OFFICER