



City of Port Moody

Report/Recommendation to Council

Date: February 18, 2021
Submitted by: Community Development Department – Development Planning Division
Subject: Development Approval – 2002-2014 St. George Street and 2003-2009 St. Johns Street (Bold Properties (New Barnet) LP)

Purpose

To present Development Permit 2018-138 for authorization of the form and character of two proposed six-storey buildings at 2002-2014 St. George Street and 2003-2009 St. Johns Street; to present for first, second, and third reading Housing Agreement Bylaw No. 3300; and to present for adoption the following land use change and a road closure bylaws:

- Official Community Plan (OCP) Amendment Bylaw No. 3242, re-designating the site from Mixed Use – Moody Centre to Multi-Family Residential;
 - Zoning Amendment Bylaw No. 3243, rezoning the site from Single Detached Residential(RS1) to Six Storey Apartment Residential (RM8); and
 - Road Closure Bylaw No. 3244, closing a portion of Andrews Street for incorporation into the development site.
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Recommended Resolutions

THAT City of Port Moody Housing Agreement Bylaw, 2021, No. 3300 (2002-2014 St. George Street and 2003-2009 St. Johns Street) be read a first, second, and third time as recommended in the report dated February 18, 2021 from the Community Development Department – Development Planning Division regarding Development Approval – 2002-2014 St. George Street and 2003-2009 St. Johns Street (Bold Properties (New Barnet) LP);

AND THAT City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 24, 2020, No. 3242 (2002-2014 St. George Street and 2003-2009 St. Johns Street), City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 33, 2020, No. 3243 (2002-2014 St. George Street and 2003-2009 St. Johns Street) (RM8), and City of Port Moody Road Closure Bylaw – 2002-2014 St. George Street and 2003-2009 St. Johns Street, 2020, No. 3244 be now adopted;

AND THAT Development Permit 2018-138 be authorized for issuance;

AND THAT the Mayor and Corporate Officer be authorized to execute the necessary legal documents required in support of this application.

Executive Summary

Bold Properties (New Barnet) LP has submitted an OCP Amendment and Rezoning Application for a new multi-family development on the properties located between 2002-2014 St. George Street and 2003-2009 St. Johns Street. Key aspects of the proposal include:

- two, six-storey buildings containing a total of 162 units over underground parking with access off St. George Street;
- a Floor Area Ratio (FAR) of 2.4;
- a mix of units from one-bedroom to three-bedroom and den suites ranging in size from 42.9m² (462.5ft²) to 97m² (1,049.4ft²);
- 92 (57%) adaptable units;
- a substantial outdoor resident amenity component consisting of an at-grade landscaped courtyard augmented with landscaped roof decks on each building;
- an amenity room in each building;
- inclusion of a Rent-To-Own housing program applicable to 16 units; and
- a proposed parking variance offset by transportation demand management measures.

Key issues that have been considered by staff during the review include: the provision of a rent-to-own home ownership program; the St. Andrews Street road closure; building design improvements to create a transition to the single-family homes to the south, as well as off-site requirements including land dedication to enable the construction of an additional northbound travel lane and multi-use pathway on Clarke Road and St. Johns Street; the Clarke Road-St. George Street intersection design; and the reconstruction of the pathway/stairs leading from the St. George Street cul-de-sac to Port Moody Senior Secondary School.

Implementation of the project requires the adoption of OCP Amendment Bylaw No. 3242, Rezoning Bylaw No. 3243, Road Closure Bylaw No. 3244, a Housing Agreement Bylaw, issuance of a development permit, and completion of a Land Sale and Purchase Agreement.

In addition, the project has been reviewed against the applicable Development Permit Area 1: Neighbourhood Residential design guidelines, the Development Permit Area 4: Environmentally Sensitive Area guidelines, and the Development Permit Area 5: Hazardous Conditions guidelines. As the project complies with these guidelines, Council may consider authorizing the issuance of Development Permit 2018-138.

Background

The OCP amendment and rezoning application involves seven properties located at 2002-2014 St. George Street and 2003-2009 St. Johns Street as shown on the Location Plan (**Attachment 1**).

The properties are designated 'Mixed Use - Moody Centre' in the OCP, which permits mixed commercial and residential uses up to a maximum of six storeys in height. The subject properties lots are presently zoned 'Single Detached Residential' (RS1). The existing OCP and Zoning Designation Maps are included as **Attachment 2**.

On April 14, 2020, Council gave first and second readings to a new OCP Amendment Bylaw No. 3242 and a new Rezoning Bylaw No. 3243, and first reading to Road Closure Bylaw No. 3244. The OCP Amendment and Rezoning Bylaws were referred to a public hearing held on June 2, 2020. Following the public hearing, Bylaw No. 3242 and Bylaw No. 3243 were given third reading, and Bylaw No. 3244 was given second and third reading.

As a result of a subsequent request from the applicant to amend the proposed affordable housing approach, Council rescinded third readings of Bylaws No. 3242 and 3243 on October 27, 2020 and held another public hearing on December 1, 2020, following which the following motion was passed:

RC20/452

THAT City of Port Moody Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 24, 2020, No. 3242 (2002-2014 St. George Street and 2003-2009 St. Johns Street) and City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 33, 2020, No. 3243 (2002-2014 St. George Street and 2003-2009 St. Johns Street) (RM8) be read a third time as recommended in the memo dated November 25, 2020 from the Legislative Services Division regarding 2002-2014 St. George Street and 2003-2009 St. Johns Street (Bold Properties) – Third Reading.

Discussion

Site and Conditions

The development site consists of seven single-family lots located between St. Johns Street and St. George Street, on the east side of Clarke Road, as shown on the Location Plan (**Attachment 1**). The lots are developed with single-family homes with the exception of the vacant lot at 2005 St. Johns Street. The site slopes down by approximately 10.35m (34ft) from St. George Street to the northeast to St. Johns Street and is located at the top of a heavily-treed, steep bank that separates the site from the vacant property to the east. This bank varies in height from 12.2m (40ft) at the south end of the site to 3m (10ft) at the north end.

Development Proposal Description

A development Fact Sheet is included as **Attachment 3**. The development proposal consists of two six-storey apartment buildings with a central outdoor amenity courtyard over a three-level, underground parking structure accessed off St. George Street. Project details include:

- 162 units in two six-storey buildings
- a mix of units sizes from studios to three-bedroom + den suites;
- 210 resident and visitor parking spaces on three underground levels;
- outdoor amenity spaces consisting of a landscaped courtyard and roof decks complemented by two indoor amenity rooms; and
- 317 bicycle parking spaces.

Table 1 compares the proposal to the RM8 zoning regulations and other zoning regulations relating to parking, bicycle parking, amenity area requirements, and adaptable units. As illustrated, the project meets and exceeds the RM8 Zone regulations with the exception of the rear (south) setback which is 0.84m (2.76ft) less than the RM8 requirement. As discussed later in this report, the project also includes a parking variance to support the proposed affordable home ownership program. Staff propose that the two areas of non-compliance be supported as variances within the development permit if the project proceeds.

Table 1 – Zoning Comparison

| Zoning Regulation | RM8 Zone/Other Regulations | Proposal |
|--|---|--|
| Density (FAR) | 2.4 | 2.4 |
| Height | 21.5m (70.5ft) and 6 storeys, whichever is less | N. Bldg. – 17.46m (57.3ft) and 6 storeys S. Bldg. – 18.8m (61.68ft) and 6 storeys |
| Lot Coverage | 60% | 56.5% |
| Setbacks - Front - Rear - Side | 3.0m (9.8ft) 4.5m (14.76ft) 3.0m (9.8ft) | Front (North) – 5.48m (18ft) Rear (South) – 3.66m (12ft) Side (East/West) – 5.48m (18ft)/3.81m (12.5ft) |
| Parking - Resident - Visitor - Total | 204 27 231 | 183 27 210 |
| Bicycle Parking - Long- and short-term | 257 | 317 |
| Adaptable Units | Min. 50% (82 units) | 57% (92 units) |
| Amenity Space | 3m ² (32.3ft ²)/Unit | 8.8m ² (94.8ft ²)/unit |

Road Dedication and Intersection Design

In accordance with the Master Transportation Plan, the developer will dedicate 571.2m² (6,148.3ft²) of the site and reconstruct a portion of Clarke Road and St. Johns Street to include a second northbound travel lane and a multi-use pedestrian/cycling pathway along the east side of Clarke Road. The purpose of these measures is to improve traffic flow and safety, improve pedestrian safety, and to incorporate improvements to the cycling network.

The St. George Street/Clarke Road intersection will not be signalized for operational reasons due to the grade of the road. The intersection will be redesigned to include a new southbound left turn lane from Clarke Road to St. George Street, but to ensure that a potentially dangerous situation is not created after the road is improved, the intersection will not allow for southbound left turns from St. George Street onto Clarke Road. Traffic wishing to proceed south will travel up Seaforth Way to Seaview Drive and access Clarke Road at a new signalized intersection to be funded in part by the developer.

Site Consolidation

In order to consolidate the remainder of the site following the road dedication, the applicant has negotiated a Land Sale and Purchase Agreement with the City to acquire the open portion of the St. Andrews Street road allowance which amounts to 766.8m² (8,253.7ft²) if the required OCP Amendment, Rezoning, and Road Closure bylaws are adopted. **Attachment 4** illustrates the site area to be dedicated and the portion of the St. Andrews Street road allowance to be closed and consolidated with the remainder of the properties.

Affordable Housing

Bold Properties proposed a Rent-To-Own program applicable to 16 units in the project, which Council supported.

Key provisions of the proposed Housing Agreement include:

- the make-up of the 16 rent-to-own units as follows:
 - four (4) one-bedroom units;
 - seven (7) one-bedroom plus flex space units; and
 - five (5) two-bedroom units;
- the requirement for a \$10,000 deposit from purchasers to secure the purchase of a rent-to-own unit, payable in two installments: at the time of entering into the purchase agreement, and on, or before, the commencement of construction;
- the rents of the rent-to-own units:
 - \$1,500/month for each one-bedroom Rent-to-Own Strata Lot;
 - \$1,700/month for each one bedroom plus Flex Unit Rent-to-Own Strata Lot; and
 - \$2,000/month for each two-bedroom Rent-to-Own Strata Lot;
- a requirement that the developer provide written confirmation to the City establishing the location of the rent-to-own units;
- an opportunity for the developer to apply to the City for approval to amend the unit mix depending upon the outcome of the marketing program;
- an acknowledgement that, if a qualified purchaser does not complete the sales transaction, the developer may re-sell that unit as a regular unit, and is not obligated to re-market the unit as a rent-to-own unit. The exception to this provision is if the owner of that unit terminates the purchase within the first six months following occupancy, in which case the developer will be required to re-market that unit as a rent-to-own unit;
- a requirement that in other cases where a purchaser terminates the sales transaction, representing the loss of a rent-to-own unit, the developer will provide an additional financial contribution to the City consisting of the purchaser's deposit plus 50% of the rent collected by the developer to that point, which may, with Council's approval, be directed to the Affordable Housing Reserve Fund;
- provisions relating to the marketing and sale of the rent-to-own units; and
- prohibiting the strata council from enacting regulations preventing any owner from renting their unit.

If Housing Agreement Bylaw No. 3300 (**Attachment 5**) is given third reading and the OCP Amendment, Rezoning and Road Closure Bylaws are adopted, Bylaw No. 3300 may be considered for adoption on March 23, 2021. The Development Permit requires that a section 219 covenant be registered prior to the issuance of a building permit to ensure that the provisions of the Agreement are implemented.

Parking Variance

In order to reduce project costs and improve the affordability of the project, the applicant proposed a reduction in the amount of parking required by reducing the extent of the underground parkade, and therefore, construction costs. The Zoning Bylaw would require that a total of 231 parking spaces be provided, consisting of 204 resident spaces and 27 visitor spaces. The parking component of the project has been revised to include 183 resident spaces and 27 visitor spaces for a total of 210 spaces, a variance of 21 spaces. A parking demand assessment was provided and accepted by staff, and, in order to offset the variance, as outlined in **Attachment 6**, the developer will enter into an agreement with the Modo car share company to:

- provide two car share vehicles spaces to be located on-street adjacent to the project; and
- provide Modo with a contribution of \$58,800 for the purchase of two car share vehicles.

In return, Modo will:

- provide the developer with a Partnership Membership with a value of \$58,800 allowing a maximum of 117 residents of the development to benefit from Modo membership without the need to pay the \$500 membership fee; and
- provide an incentive of \$100 of driving credits to each resident of the development who join Modo for the first time.

As a condition of the development permit prior to issuance of a building permit, the developer will be required to provide a signed car share agreement with Modo. In addition to the car share arrangement, the developer:

- has increased the number of bicycle parking spaces to 317, an increase of 60 spaces over the Zoning Bylaw requirement;
- will provide an equipped bicycle maintenance room; and
- will provide a subsidy towards monthly Compass Cards for residents for a minimum two-year period.

The parking reduction is included as a variance in the development permit, which also requires that the developer register a Transportation Demand Management covenant to ensure that the various offset measures are implemented.

OCP Amendment

As the project does not incorporate any commercial uses, an amendment to the OCP is required to amend the land use designation from '*Mixed Use - Moody Centre*' to '*Multiple Family Residential*'. In support of this amendment, the developer has provided a letter from a commercial brokerage firm (**Attachment 7**) which indicates that commercial uses at this site are not deemed viable. Nonetheless, occupants will not be prohibited from having home-based businesses in their units in compliance with current Zoning Bylaw regulations.

Development Permit: Form and Character

The project is situated within Development Permit Area (DPA) 1: Neighbourhood Residential and the broad goal of this DPA is to achieve a strong relationship between the project and the public realm and surrounding neighbourhood in the best way possible. Accordingly, the project has been reviewed in terms of its design excellence, neighbourliness, connectivity to the surrounding community, and accessibility.

Briefly, the project:

- is well-articulated with a strong street presence;
- steps down the slope in keeping with the topography;
- utilizes durable building materials;
- incorporates a colour palette which reflects a residential character;
- provides separate vehicle access to underground parking;
- incorporates a transition to the single family uses on the south side of St. George Street;
- orients building entries to the street, improving pedestrian access;
- enhances pedestrian connectivity with the provision of a multi-use path on Clarke Road and improvements to the stairs/trail to the school; and
- incorporates bird-friendly measures through the choice of landscape materials and the design of exterior lighting.

Of note, the south building has been redesigned with a significant stepped break in the upper levels in order to reduce the massing of the building and ease the transition to the single-family homes across St. George Street. This break varies between 9.4m (31ft) at the fourth level and 23.3m (76.5ft) at the sixth level. The upper two levels have also been set back from the face of the south elevation to increase the separation from the single-family homes to the south. At a minimum, the separation between the face of the fifth and sixth levels of the building to the closest single-family home is 31.7m (104ft).

The principal outdoor communal amenity space is the central courtyard between the buildings. This space is approximately 477m² (5,134.4ft²) in area, including the outdoor patio spaces associated with the two indoor amenity rooms, but excluding the passive landscaped areas. This space incorporates a variety of active play spaces, BBQ and fire pit areas, and seating options for resident interaction. In response to a concern about the potential shading of the courtyard, the total amount of outdoor amenity area was increased by revising the size of the outdoor roof decks on both buildings, and adding a new outdoor amenity deck on the roof of the east wing of the south building to take advantage of the south facing exposure. These outdoor amenity spaces total about 1,303m² (14,025ft²) in area, and, with the two indoor amenity rooms, which total 123.6m² (1,330.4ft²) in area, the project provides an average of 8.8m² (94.8ft²) of amenity area per unit, which exceeds the Zoning Bylaw requirement of 3m² (32.3ft²) per unit. The landscape plan also incorporates perimeter street tree and boulevard planting.

Development Permit: Environmentally Sensitive Areas

The bank to the east of the site is included within the East Chineside Forest and is designated as Development Permit Area 4: Environmentally Sensitive Areas (ESA) for the purpose of protecting the trees and the stability of the bank. That designation extends marginally onto the east side of the development site.

An arborist report was submitted with the application, which recommended the removal of some trees on site and close to the east property line on the abutting property. An environmental impact assessment was also provided with the application, which recommended that a stormwater management plan be provided, which is included as a condition of the Development Permit.

While the majority of the ESA is located off-site on the bank to the east, the Development Permit includes requirements for the rebuilding of the stairs/pathway, the removal of invasive plant materials, and other measures to enhance the integrity of the ESA, including a habitat balance assessment demonstrating an overall net habitat gain.

Development Permit: Hazardous Conditions

Portions of the two westerly lots are designated as Development Permit 5: Hazardous Conditions as the steepland soils may be susceptible to liquefaction during a seismic event. During the geotechnical analysis, no soils were encountered with the potential for liquefaction. The development permit includes a requirement that a geotechnical covenant be registered prior to the issuance of a building permit.

Development Permit 2018-138, including the site, architectural, and landscaping plans, is included as **Attachment 8**.

Community Planning Advisory Committee (CPAC)

The application was reviewed by CPAC on July 2, 2019, and the following resolution was passed:

CPAC19/005

THAT CPAC provide the following comments on the proposed project as presented in the report dated June 18, 2019 from the Planning and Development Department – Development Planning Division regarding 2002-2014 St. George Street and 2003-2009 St. Johns Street:

- provide additional details on the value of the affordable housing component of the project;
- explore potential partnerships for affordable housing other than with the City;
- consider live/work studio spaces within the project;
- consider the inclusion of curb space for ride-sharing services;
- investigate whether separated multi-use paths are appropriate;
- consider including rainwater capturing opportunities;
- encourage the inclusion of passive energy designs;
- provide motion-sensitive lighting in the corridors and parkades;
- encourage the retention of existing trees (such as the mature conifers);
- provide more details on the bird-friendly attributes;
- consider alternative colour-schemes that fit neighbourhood context;
- consider requiring replanting of native species as appropriate; and
- provide revised study of anticipated traffic impact.

In terms of these issues:

- the applicant had proposed to enter into a partnership with BC Housing under the 'Affordable Home Ownership Program,' but have since received Council's support to replace that program with a Rent-To-Own program;
- CPAC encouraged the developer to incorporate live-work units in the project, but that use is not permitted in the RM8 Zone. The RM8 Zone does allow for home occupations subject to the regulations in sections 5.2.3(a) and (b) of the Zoning Bylaw, and the developer has offered to ensure that a future strata council cannot prohibit that use, which will be secured under a restrictive covenant;
- the design of the improvements to St. George Street will be confirmed as part of the required Engineering Services Agreement, but there will be a pull-in, which would allow for a ride-sharing vehicle;
- Engineering did not support the provision of a separated multi-use pathway, but will ensure that the final design provides for pedestrian safety;
- rainwater capture and passive energy designs will be reviewed at the building permit stage;
- tree retention within the site is not possible but the trees to the east outside of the parkade excavation will be protected;
- a revised colour scheme reflecting more of a residential character has been proposed;
- the landscape plan incorporates the use of native species; and
- a revised Transportation Impact Assessment was provided and accepted by the Engineering Department, although minor amendments to the report, not affecting the outcome of the analysis, have been requested. This is included as a condition of the Development Permit.

Sustainability Report Card

The current Sustainability Report Card is included as **Attachment 9**; the project has reached a score of 69%.

| <div> <div>Sustainability Pillar</div> <div>Application</div> </div> | Cultural | Economic | Environmental | Social | Overall Total |
|--|----------------------|----------------------|-----------------------|-----------------------|---------------|
| 2002-2014 St. George Street and 2003-2009 St. Johns Street | 57% (4 out of 7) | 100% (7out of 7) | 75% (43 out of 57) | 54% (19 out of 35) | 69% |

Some of the key highlights identified in the Sustainability Report Card include:

- an affordable home ownership opportunity through the Rent-To-Own program;
- protection/enhancement of the Environmentally Sensitive Area on the bank on the east side of the site;

- improvements to pedestrian movements with the construction of a multi-use path along Clarke Road and alterations to the existing stairs/pathway providing access to Port Moody Senior Secondary School;
- the provision of adaptable units in excess of the requirements of the Zoning Bylaw;
- extensive outdoor and indoor amenity spaces; and
- building energy performance.

Financial Implications

The applicant has submitted the Community Amenity Contribution (CAC) in the amount of \$906,436.80 based on the gross residential floor area of 14,035.12m² (151,072.8ft²). Of that total, \$302,145.60 may be directed to the Affordable Housing Reserve Fund with the remaining \$604,291.20 going towards general community amenities.

The applicant has also submitted a contribution to the Public Art Reserve Fund in the amount of \$165,000 based on 0.5% of the estimated \$33,000,000 cost of construction in accordance with the Public Art Policy.

Concluding Comments

The proposed development, while requiring an OCP amendment to eliminate the requirement for commercial use, is otherwise in conformance with the six-storey built form policies established in the OCP. The development has addressed the applicable development permit area design guidelines to the satisfaction of staff. The proposed Rent-To-Own Program will enable first-time buyers to enter the ownership market and potentially free up rental units in the City. Overall, this project will provide some variety of housing sizes for different segments of the market, and, given the proximity to transit, schools, and commercial uses on St. Johns Street, it represents a positive addition to the community.

OCP Amendment Bylaw No. 3242, Rezoning Bylaw No. 3243, and Road Closure Bylaw No. 3244 are included as **Attachments 10, 11, and 12**, respectively.

Other Option(s)

1. THAT the applicant be requested to make revisions to the Housing Agreement Bylaw, 2021, No. 3300 as identified by Council and adoption of Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 24, 2020, No. 3242, and Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 33, 2020, No. 3243 be postponed until revisions are complete;

AND/OR

2. THAT the applicant be requested to make revisions to the Draft Development Permit 2018-138 as identified by Council and adoption of Official Community Plan Bylaw, 2014, No. 2955, Amendment Bylaw No. 24, 2020, No. 3242 and Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 33, 2020, No. 3243 be postponed until revisions are complete.

Communications and Civic Engagement Initiatives

In accordance with the City's Public and Stakeholder Consultation for Major Development Projects or Area Plans policy, the applicant held a Community Information Meeting on May 23, 2019. An initial Public Hearing was held on June 2, 2020, and, as a result of the change to the affordable housing component, a second Public Hearing was held on December 1, 2020. Notice of Council's intention to close that portion of the St. Andrews Street road allowance separating the development parcels and sell the closed road allowance to the developer was placed in two issues of the Tri City News on March 11 and March 18, 2021 in accordance with the *Community Charter* providing residents with the opportunity to comment to Council.

Council Strategic Plan Objectives

The proposal is consistent with the strategic priority of Community Evolution in the 2019-2022 Council Strategic Plan as it relates to the objective of ensuring that future community growth is carefully considered and strategically managed, consistent with the targets approved in the City's Official Community Plan.

Attachment(s)

1. Location Plan.
2. OCP Land Use and Zoning Designation Maps.
3. Application Fact Sheet.
4. Plan Showing Dedication and Road Closure Areas.
5. Housing Agreement Bylaw 2021, Bylaw No. 3300.
6. Letter from Modo.
7. Letter from Commercial Brokerage Firm.
8. Draft Development Permit 2018-138.
9. Sustainability Report Card.
10. Draft City of Port Moody Official Community Plan, 2014, No. 2955, Amendment Bylaw No. 24, 2020, No. 3242.
11. Draft City of Port Moody Zoning Bylaw, 2018, No. 2937, Amendment Bylaw No. 33, 2020, No. 3243.
12. Draft City of Port Moody Road Closure Bylaw – 2002-2014 St. George Street and 2003-2009 St. Johns Street, 2020, No. 3244.

Report Author

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Report Approval Details

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| Document Title: | Development Approval - 2002-2014 St. George Street and 2003-2009 St. Johns Street.docx |
| Attachments: | <ul style="list-style-type: none">- Attachment 1 - Location Plan.pdf- Attachment 2 - OCP Land Use and Zoning Designations.pdf- Attachment 3 - Fact Sheet.pdf- Attachment 4 - Plan Showing Dedication and Road Closure Areas.pdf- Attachment 5 - Draft Housing Agreement Bylaw, 2021, No. 3300 (2002-2014 St. George Street and 2003-2009 St. Johns Street).pdf- Attachment 6 - Modo Letter.pdf- Attachment 7 - Commercial Consultants Letter.pdf- Attachment 8 - Draft Development Permit 2018-138.pdf- Attachment 9 - Sustainability Report Card.pdf- Attachment 10 - Bylaw No. 3242.pdf- Attachment 11 - Bylaw No. 3243.pdf- Attachment 12 - Bylaw No. 3244.pdf |
| Final Approval Date: | Mar 15, 2021 |

This report and all of its attachments were approved and signed as outlined below:

André Boel, City Planner - Mar 8, 2021 - 11:15 AM

Kate Zanon, General Manager of Community Development - Mar 8, 2021 - 12:43 PM

Dorothy Shermer, Corporate Officer - Mar 8, 2021 - 2:21 PM

Rosemary Lodge, Manager of Communications and Engagement - Mar 9, 2021 - 4:06 PM

Paul Rockwood, General Manager of Finance and Technology - Mar 9, 2021 - 6:03 PM

Tim Savoie, City Manager - Mar 15, 2021 - 10:37 AM