



# City of Port Moody

## Report/Recommendation to Council

Date: March 26, 2020  
Submitted by: Planning and Development Department – Development Planning Division  
Subject: Early Input – OCP-Rezoning (Multi-Family) – 1030 Cecile Drive  
(Edgar Development, Woodland Park)

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### Purpose

To provide Council with an opportunity to provide early input on an OCP Amendment and Rezoning application for a large multi-family development at 1030 Cecile Drive and 170-330 Angela Drive. The property is commonly referred to as Woodland Park.

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### Recommended Resolution(s)

**THAT staff and the applicant consider the comments provided during the Committee of the Whole meeting held on April 21, 2020 regarding the Detailed Application presented in the report dated March 26, 2020 from the Planning and Development Department – Development Planning Division regarding Early Input – OCP-Rezoning (Multi-Family) – 1030 Cecile Drive (Edgar Development, Woodland Park).**

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### Executive Summary

The application involves an OCP change to enable the proposed retail use and an increase in the height of buildings from a maximum of six storeys up to a maximum of 26 storeys, with a corresponding rezoning.

The proposed redevelopment involves a total of 2,344 units, including 325 below-market rental units which will be developed by BC Housing. The remainder of the site would see the development of owned strata units by Edgar Development. The proposed units are included in 18 buildings between four and 26 storeys. The project comprises five 'neighbourhoods' which will be developed in seven phases with an ultimate build out expected to occur in about 2036. The first phase is anticipated to be 'the Creek' neighbourhood comprising the BC Housing below-market rent units.

The applicant has prepared a tenant relocation package in accordance with Council's Tenant Relocation Assistance Policy and the associated Rental Protection Policy. The strategy results in greater than a 1:1 replacement of existing units and is intended to minimize tenant disruption and displacement.

In addition to the residential uses, the project includes several complementary community amenity spaces totalling 929m<sup>2</sup> (10,000ft<sup>2</sup>) in size that could accommodate a childcare and other amenities such as a 'maker' space, and a 465m<sup>2</sup> (5,000ft<sup>2</sup>) local retail space.

The Master Site Plan includes a neighbourhood park, play area, and a multi-use path around the perimeter of the property. The active park spaces, excluding the environmentally sensitive areas, are estimated to be about four hectares (ten acres) in area, representing approximately 43% of the total gross site area.

At present, there are two principal access routes to and from the neighbourhood, via Clarke Road/Cecile Drive and Glenayre Drive, southbound to Clark Road in Coquitlam's Burquitlam neighbourhood. Staff identified the importance of developing a transportation access strategy for the neighbourhood. An alternate access along Highview Place to link to St. Johns Street or to Clarke Street and the Barnet Highway is under consideration.

The project includes a number of strengths and challenges which are discussed in the report but the main concerns regarding the project, as currently proposed, are:

1. incompatibility with the overall growth strategy under the current OCP and the Council policy regarding Prioritizing Higher Density Development;
2. incompatibility, in its current form, with key Climate Action goals; and
3. compatibility with the current and future desired character of the College Park/Seaview neighbourhood.

In addition to the resolution on page 1, a second option is provided for Council's consideration.

## Background

A Preliminary Application for the redevelopment of the Woodland Park property was submitted in June 2019. In short, the Preliminary Application consisted of about 2,050 units, of which 350 were below-market rent units, 200 were market rent units, and the remaining 1,500 units were strata units. In addition, the project included approximately 1,644m<sup>2</sup> (17,700ft<sup>2</sup>) of community amenity space and a small neighbourhood retail space of about 242m<sup>2</sup> (2,605ft<sup>2</sup>).

On December 20, 2019, staff received a Detailed Planning Application for the redevelopment the Woodland Park site. Staff have completed the first review of the application. This report provides Council with the results of the review and with the opportunity to provide early input on the project, if desired.

### Property Description

The development site is located between 1030 and 1190 Cecile Drive and between 170 and 330 Angela Drive as shown on the Location Plan included as **Attachment 1**. The total site is approximately 9.5ha (23.4ac) in size.

The site was developed circa 1964 and consists of 200 two- and three-bedroom townhouse units in 19 buildings with interspersed open parking spaces and an accessory rental office building. The site has remained relatively unchanged since that time.

As illustrated on the Environmentally Sensitive Areas map (**Attachment 2**), a section of Melrose Creek traverses that portion of the site located on Angela Drive, west of Cecile Drive, and there are two other unmapped watercourses located at the west end of the site and in the southeast corner adjacent to Cecile Drive and Highview Place, all of which are identified as high-value environmentally sensitive areas. Forest resource environmentally sensitive areas are also present on the site. These environmentally sensitive areas represent about 20% of the total site area. The proposed site plan was developed with the objective of protecting and enhancing these sensitive areas, which, post-development, would represent about 23.4% of the overall area, a net gain of about 4,266m<sup>2</sup> (45,900ft<sup>2</sup>).

The overall site includes various areas of steeper slopes generally associated with the watercourses, but the Cecile Drive parcel slopes to the east in the area of the larger, centrally-located forest resource ESA and more significantly, at the south end of the site on Cecile Drive where the grades drop down by about 30m (100ft).

#### Land Use Policy

The OCP land use and zoning designations are illustrated on the maps included as **Attachment 3**.

#### *Official Community Plan*

The subject properties are designated Multi-Family Residential in the OCP, which permits multi-family residential uses in various building forms from three, up to a maximum of six storeys in height. The site is located outside the Evergreen Line Sub-Areas (OCP Map 11) and therefore, has not been specifically designated for development forms higher than six storeys. The site is located within Development Permit Area 1: Neighbourhood Residential, which regulates the form and character of multi-family development and as Development Permit Area 4: Environmentally Sensitive Areas due to the existence of the watercourses and forest resource areas.

In the OCP section regarding Community Vision, the following policy regarding appropriate development is relevant for the review of the proposal:

*Well-Served Development: To support any significant higher density development only where it is well served by public transit, by public amenities such as parks, pedestrian connections and civic facilities, by public schools, and by commercial and other services.*

In addition, Council has a corporate policy Prioritizing Higher Density Development (**Attachment 4**), which includes criteria for the consideration of applications. Under the Policy, Council committed to placing priority on encouraging higher density development in the areas envisioned for this use in the OCP and discourages it in other areas of the City. Key Policy criteria include:

- whether the site is a designated priority area;
- whether the proposed density is a significant deviation from OCP goals;
- whether the proposed building heights are a significant deviation from OCP goals;
- the proximity to commercial services, transit, schools, pedestrian and cycling connections; and

- extraordinary capital or operating costs that would be borne by the City.

Council has also directed staff to undertake an OCP review, including a review of areas experiencing redevelopment pressure. One such neighbourhood is Seaview, including the proposed development site, where the age of housing, in combination with general high housing demand, have led to increased redevelopment pressures. The analysis is to consider appropriate change for the neighbourhood; an identification of population targets; and the built form of future construction.

### *Zoning*

The properties are zoned Low Density Townhouse Residential (RM3) which permits townhouse development up to three storeys in height and a maximum Floor Area Ratio of 0.75. The current estimated FAR is approximately 0.25 for 200 units. If the site were redeveloped under current zoning with a similar built form, then the FAR limit of 0.75 could result in approximately 600 units.

### Neighbourhood Context

Surrounding development consists of:

- West: developed single-family properties, zoned RS1;
- East: developed multi-family (RM3) properties on Chateau Place, Highview Place, and Evergreen Drive;
- South: a developed multi-family property zoned RM3/P1 and a City-owned parcel zoned Civic Institutional (P1); and
- North: developed multi-family properties (RM3) and the Seaview Elementary School site (P1).

With the exception of the single-family properties, the school site, and the City's P1 parcel, surrounding properties are designated Multi-Family Residential with built forms from three storeys to six storeys.

### Proposal

The applicant is proposing an OCP change to enable the proposed retail use and an increase in the height of buildings from a maximum of six storeys up to a maximum of 26 storeys with a corresponding rezoning. An Application Fact Sheet is included as **Attachment 5**, a Master Site Plan illustrating the proposed layout is included as **Attachment 6**, and selected project plans are included as **Attachment 7**.

### *Residential Use*

The proposed redevelopment involves a total of 2,344 units, including 325 below-market rental units. These below-market rental units are located on a portion of land along Angela Drive identified as area 'd' on **Attachment 6**. This land is to be provided to BC Housing by Edgar Development and BC Housing will pay for the construction and subsequently, own the rental units on this site. The daily operation of the rental units would be contracted by BC Housing to a third party which remains to be determined. The remainder of the site would see the development of ownership strata units by Edgar Development.

Following the Preliminary Application, 200 market rental units were removed from the proposal, according to Edgar Development, in response to newly identified cost factors for the development. No other types of affordable housing units have been included in the proposal.

The proposed units are included in 18 buildings which vary between four to six storeys, 12 storeys and 18-26 storeys in height. The lower height buildings will be located along Cecile and Angela Drives with the taller buildings located along the east side of the site and in the southeast corner.

#### *Tenant Relocation Program*

In accordance with Council's Tenant Relocation Assistance Policy and the associated Rental Protection Policy, the applicant has been working with staff to develop a tenant relocation package. In the first phase of the program, the existing tenants within the site to be redeveloped by BC Housing will be relocated to available units on the east side of the site to facilitate the redevelopment of the vacated buildings. In the second phase, the existing tenants will be given first right of refusal to move into the new non-market housing. Those that choose to leave rather than relocate to the new housing will be provided with compensation in accordance with Council's Policy. The strategy results in greater than a 1:1 replacement of existing units and is intended to minimize tenant disruption and displacement. The Tenant Relocation Program is illustrated graphically on Pages 66 and 67 in **Attachment 7**.

#### *Amenity Spaces*

In addition to the residential uses, the project includes several complementary community amenity spaces 929m<sup>2</sup> (10,000ft<sup>2</sup>) in size that could accommodate a day care and other amenities such as a 'maker' space and a 465m<sup>2</sup> (5,000ft<sup>2</sup>) local retail space. These spaces are identified as 'f', 'g', and 'h' on the Master Site Plan (**Attachment 6**).

#### *Parking*

All required parking will be provided underground. The applicant has proposed reduced parking standards unique to this project which are based on the number of bedrooms and unit areas. A separate parking demand analysis will be required to determine if this reduction is acceptable.

#### *Park Space*

In terms of open space outside of the environmentally sensitive areas, the project includes a neighbourhood park, play area, and a multi-use path around the perimeter of the property. In addition, the landscaped open spaces between the buildings can be used for a variety of recreational pursuits. Public gathering space and events will be integral to the park space. The active park spaces, excluding the environmentally sensitive areas, are estimated to be about four hectares (ten acres) in area representing approximately 43% of the total gross site area.

#### *Access/Egress*

At present, there are two principal access routes to and from the neighbourhood via Clarke Road/Cecile Drive and Glenayre Drive southbound to Clarke Road in Coquitlam's Burquitlam neighbourhood. Staff identified the importance of developing a transportation access strategy for the neighbourhood. Although this strategy is still under development, the applicant's traffic consultant has suggested an alternate access which involves routing traffic northward from Cecile Drive along Highview Place to link to St. Johns Street, or to Clarke Street

and the Barnet Highway. This is illustrated on **Attachment 8**, but this option is still being evaluated by the consultant in terms of road grades and traffic flows.

### *Development Phasing*

The project comprises five 'neighbourhoods' which will be developed in seven phases with ultimate build out expected to occur in about 2036. The first phase is anticipated to be 'the Creek' neighbourhood comprised of the below-market rent units to be developed by BC Housing with the last phase being the high rise buildings, 'the Terraces' in the southeast corner of the site. The community amenity component, 'the Hub' is proposed to be developed as Phase Three. The neighbourhoods are illustrated on the plan on Page 31 in **Attachment 7**.

### Sustainability

A written summary of the project's Sustainability Vision is included as **Attachment 9** and a Sustainability Report Card is included as **Attachment 10**, which has achieved a preliminary score of 45.3%. While the report card has been scored, many of the measures relate more to specific building design elements and are either unknown or will not be confirmed until development permit applications for individual project phases are submitted in the future. As a result, there is considerable opportunity in the future to increase this initial score.

## Discussion

This is an unusually large assembled site that has supported multi-family housing since the 1960s, which may be nearing end of life and it is not unexpected that redevelopment is being proposed. The 200 existing rental housing units constitute about 40% of the purpose-built rental stock in Port Moody. The size of the site provides an opportunity for the consideration of a site-specific application that addresses both the constraints and opportunities offered by such a large multi-family land assembly.

Overall, the project has a number of strengths but also various challenges that require further consideration in the review of this application as outlined below. Most of this review was provided to the applicant in October 2019 at the culmination of the Preliminary Application.

### Strengths

1. The partnership with BC Housing would result in the renewal and expansion of below market rental units. In combination with the proposed Tenant Relocation Program, this means existing residents will have an option to stay on the site and move into new units.
2. Given the size of the site, taking a master-planned approach for the project is appropriate as it allows for a comprehensive review and consideration of the proposed land uses, building massing, potential impacts on adjacent uses, and development phasing.
3. The subject lots include low- and high-value Environmentally Sensitive Areas (ESAs), including: Melrose Creek, two unmapped watercourse/wetland complexes, and mature forest. The developer has prioritized the protection of the environmental features on site and provided robust commitments to protect and enhance the forest, riparian, and instream habitats and to meet or exceed the existing forest canopy coverage post-development. The Master Plan appears to have addressed the required riparian

area Zoning Bylaw setbacks and preserved the key forest components, although it is acknowledged that further detailed information will be required as part of future development permit applications to address these and other environmental issues.

4. In terms of massing, the siting of the taller building elements has been based on the site grading with a view to reducing impacts on adjacent low density development and views from the surrounding neighbourhood.
5. The developer has taken a pro-active approach to establish an initial tenant relocation package that allows existing tenants to consider their future options at an early stage in the development process, but further work is required to finalize the package. In addition, the developer has started a consultation and engagement process with the on-site residents as well as with interested community members in the neighbourhood surround the site.

### Challenges

Notwithstanding the project's strengths, it will result in a major redevelopment of a large portion of the Seaview neighbourhood. While multi-family development is anticipated at this location under the OCP, the application departs from the OCP by introducing greater densities and building heights than provided for. The result would be significant changes to the current neighbourhood character and access routes. The overall scope of the proposal raises a number of challenges.

1. While the OCP designates the site as 'Multi-Family Residential' which permits development from three to six storeys in height, the OCP Goal Statement 3.2.4. 'Appropriate Development' includes two objectives: Transit-Oriented Development and Well-Served Development. The TOD objective is intended to focus higher density development around Evergreen Line transit stations and along transit corridors. However, Woodland Park is not near any current or future SkyTrain station. The Well-Served Development objective supports higher density development only where it is well-served by public transit, a range of public amenities, schools, and commercial and other services. The City's policy of Prioritizing Higher Density Development includes criteria for the consideration of higher density development.

The proposal for Woodland Park, in staff's view, does not meet key criteria of the Policy:

- the site is not a designated priority area;
- proposed densities are a significant deviation from current OCP goals that seek to retain current neighbourhood character;
- proposed building heights are a significant deviation from OCP goals;
- the site lacks easy access to commercial services, transit, pedestrian, and cycling connections; and
- adding the proposed number of units in this neighbourhood is likely to have infrastructure and service demand impacts that affect capital and operating costs over time. For example, Fire Hall #2 has already been identified as being in need of relocation and this development would make a new Fire Hall in a more central location an even more pressing need.

Given the intention of Growth Management policies to focus higher density development in the vicinity of the transit station areas and in well-served locations, staff are concerned that the size and scope of the project undermines the intent of these objectives and policies. It raises the question of whether a significantly reduced project scope should be pursued.

2. The impact of the form and density of development results in the transformation of the community from a mature, predominantly single family/townhouse, ground-oriented neighbourhood to a much more urban, apartment tower style, higher density area. Current policies for the Seaview/College Park neighbourhood call for the general retention of existing land use and character. The current OCP/zoning already offers the opportunity for a three-fold increase in overall density. However, the current proposal would result in a ten-fold increase compared to the build out possible under the existing zoning. This further illustrates the magnitude of the change that would occur with the current proposal.
3. Given the scope and density of the proposed development and the existing access to the neighbourhood, which is effectively limited to Cecile Drive at Clarke Road and to a lesser extent, Glenayre Drive, traffic access and egress represents a key staff concern for this project as well as for the potential redevelopment of the other multi-family project in the surrounding neighbourhood. The proposed new road link utilizing Highview Place and the top of Clarke Street requires further detailed review given the existing steep grades and potential impacts on adjacent properties and the wider area.
4. The Preliminary Application incorporated a range of rental housing opportunities at a mix of about one rental unit to three strata units, targeting various segments along the housing continuum. While such a mix is part of a complete community, the number of rental units was not seen as sufficient.

The proposal to provide 325 below-market rental units is a key component of the application and meets the intention of the City's Rental Replacement Policy by replacing existing rental units at a rate of 1.6:1. With the Detailed Application, contrary to staff's advice, the amount of rental units was reduced by about 225 units. In staff's view, an affordable housing component of at least 10% of the total units should be provided and other affordable home ownership opportunities should also be considered. With these additions, the project can provide for a continuum of housing tenure from below-market rental through to owned strata units.

5. The neighbourhood lacks sufficient amenities and residents must rely on access to services in Moody Centre and Burquitlam. Notwithstanding the provision of 929m<sup>2</sup> (10,00ft<sup>2</sup>) of community amenity space and a 465m<sup>2</sup> (5,000ft<sup>2</sup>) retail building, the size of the proposed development with an increase in population due to the build out of 2,344 units, estimated at about 4,000 people, and the additional population likely from the future redevelopment of adjacent sites will further exacerbate the issue of the absence of services. If the project were to move forward with the significant increase in density as proposed, to address the Well-Served Development objective in the OCP, a more comprehensive community amenity package would be needed, including more



commercial uses to service resident's daily needs and which could serve as a hub for the development and surrounding areas.

6. In terms of community amenities, the initial staff review suggests that there is an absence of usable park space in the neighbourhood. The siting of the buildings would allow for some more passive open spaces but there is a need for usable on-site park space to provide recreation opportunities for residents of a size approximately equivalent to 5% of the total site area. The park illustrated on the Master Site Plan may not adequately address this community need.

The proposed childcare facility could accommodate up to 37 children. Given the overall scale and family-oriented components of the development, an assessment of the anticipated number of children should be provided. The Port Moody Child Care Needs Assessment is expected to be completed shortly which will provide additional guidance regarding childcare needs in this neighbourhood and targets for new development based on the anticipated number of children.

#### Growth Management and Climate Action Concerns

The size of the current proposal results in a neighbourhood redevelopment of a similar scale as envisioned for other areas in the City. The key difference with other sites is that Woodland Park has not been designated for higher density development. The table below provides a high level comparison with the City's three main higher density development areas.

	<b>Woodland Park Proposal</b>	<b>Moody Centre</b>	<b>Coronation Park</b>	<b>Flavelle</b>
Designated for higher density development	No	Yes, Moody Centre TOD	Yes, Inlet Centre TOD	Yes, Oceanfront District
Access to rapid transit	No (bus)	Skytrain Moody Centre Westcoast Express (bus station)	Skytrain Inlet Centre (bus)	(Moody Centre station)
Access to services and facilities	Mostly requires travel (Burquitlam) (Moody Centre)	Moody Centre (Newport and Suterbrook Villages)	Newport Village Suterbrook Village (Moody Centre) (Coquitlam Centre)	(Moody Centre)
Number of units	2,334	3,200 – 4,135	2,600	3,397
Population estimate	3,968	5,440-7,030	4,420	5,775
Approximate Gross Area (acres)	23.4	11.4	12.5	34

Council declared a Climate Emergency in September 2019 and set an ambitious course for Climate Change adaptation and mitigation. A key goal that was established is accelerating a change in modal split from car usage to other modes of transportation. The goal of 40% alternative modes of transportation was accelerated from 2040 to 2030. Growth Management

will play a key role in achieving this goal by concentrating new development in areas that have the best access to alternative modes of transportation. College Park/Seaview is not one of those areas, therefore significant new development in this neighbourhood will run counter to key Climate Action goals that Council endeavours to achieve in the coming decades.

### Conclusion

To conclude, the main concerns regarding the project as currently proposed are:

1. incompatibility with the overall growth strategy under the current OCP and the Council policy regarding prioritizing higher-density development; and
2. incompatibility, in its current scope, in relation to key Climate Action goals; and
3. compatibility with the current and future desired character of the College Park/Seaview neighbourhood.

### Options

At this time, staff are seeking input from the Committee of the Whole. Two options are presented for consideration. Option 1, the resolution as listed on page 1, reflects Council's stated preference to limit early input to suggestions and comments. Alternatively, staff feel that it is important for the applicant to receive clear direction at this stage in the process and Council may wish to consider Option 2

#### Option 1 (Recommended)

**THAT staff and the applicant consider the comments provided during the Committee of the Whole meeting held on April 21, 2020 regarding the Detailed Application presented in the report dated March 26, 2020 from the Planning and Development Department – Development Planning Division regarding 1030 Cecile Drive (Edgar Development, Woodland Park).**

#### Option 2

Should Council wish to give more specific direction to the applicant at this time, the following resolution could be considered with changes as necessary to indicate any Council concerns at this time:

THAT the applicant for an OCP Amendment/Rezoning of 1030 Cecile Drive (Woodland Park) be advised to consider modifications to their application to address the following:

- an increase the amount of rental and affordable housing;
- an increase the amount of park space and functional use of park space;
- a significant reduction in the number of dwelling units;
- resolution of the Community Amenity Contribution; and
- responses to comments from CPAC and staff.

## Financial Implications

At this stage, the full extent of the financial implications are not known, but the project will be subject to the provision of a Community Amenity Contribution and a public art contribution. The current proposal would not be subject to the current Density Bonus provisions in the Zoning Bylaw.

## Communications and Civic Engagement Initiatives

The applicant has had several public engagement events to ensure that the existing residents in the development are aware of the application and opportunities for tenant relocation. The developer also hosted a community event on December 11, 2019 to present the project to the surrounding neighbourhood residents.

Thirty comments forms and three emails were received from residents of Woodland Park and the surrounding neighbourhood forwarding comments. Overall, residents expressed concerns over the increase density and potential impact on traffic and access and support for the complete community approach and mix of uses. Other comments generally centred on the following topics:

- support for non-market housing;
- desire to see family-oriented (2+ bedrooms) and larger sized units;
- support for the retail/commercial space;
- concern regarding the size of the childcare space, community space, and retail space in relation to the number of units;
- concern regarding the increased population and impacts on traffic, existing community amenities, and infrastructure;
- concern over integration of the project into the neighbourhood;
- concern relating to view impacts due to the high rise buildings;
- concerns related to access and the potential increase in traffic;
- consider a rent-to-own program or other affordable ownership options;
- ensure ample storage space;
- provide private outdoor areas for residents;
- include medical services;
- provide a community room that can be booked by community groups and a workshop;
- ensure wildlife and existing habitat can be protected;
- consider including covered sports court or other areas for sports (eg. lacrosse box, basketball hoops);
- include children's play equipment, pond, or splash pad;
- provide an amphitheatre;
- ensure that multi-use trail links up with existing trails in area;
- provide designated dog relief areas; and
- encourage improvements to the bus route.

## Community Planning Advisory Committee

This project was considered by the Community Planning Advisory Committee on March 3, 2020 and at that time, the Committee passed the following motion:

### CPAC20/013

THAT staff and the applicant consider the comments provided during the Community Planning Advisory Committee meeting held on March 3, 2020 regarding the proposed project presented in the report dated February 4, 2020 from the Planning and Development Department – Development Planning Division regarding OCP Amendment and Rezoning – 1030 Cecile Drive (Edgar Development).

## Next Steps

Following consideration by the Committee of the Whole, prior to Council consideration of bylaws, the applicant would be required to host a Community Information Meeting in accordance with the City's Public and Stakeholder Consultation for Major Projects or Area Plans Policy at a date and time yet to be established to provide a further opportunity for input from the general public and specific stakeholder groups.

## Council Strategic Plan Objectives

Providing this early opportunity for Council input on this significant development 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.

## Attachments

1. Location Plan.
2. Environmentally Sensitive Areas Plan.
3. OCP Land Use and Zoning Designations.
4. Council Policy – Prioritizing Higher Density Development.
5. Application Fact Sheet.
6. Master Site Plan.
7. Selected Project Plans.
8. Proposed New Road Link.
9. Sustainability Vision.
10. Sustainability Report Card.

## Report Author

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## Report Approval Details

Document Title:	Early Input - OCP-Rezoning (Multi-Family) - 1030 Cecile Drive (Edgar Development, Woodland Park).docx
Attachments:	<ul style="list-style-type: none"><li>- Attachment 1 - Location Plan.pdf</li><li>- Attachment 2 - Environmentally Sensitive Area Map.pdf</li><li>- Attachment 3 - OCP Land Use and Zoning Designation Map.pdf</li><li>- Attachment 4 - Corporate Policy Prioritizing Higher Density Development.pdf</li><li>- Attachment 5 - Application Fact Sheet.pdf</li><li>- Attachment 6 - Master Site Plan.pdf</li><li>- Attachment 7 - Selected Project Plans - compressed.pdf</li><li>- Attachment 8 - Proposed New Road Link.pdf</li><li>- Attachment 9 - Sustainability Vision Statement.pdf</li><li>- Attachment 10 - Sustainability Report Card.pdf</li></ul>
Final Approval Date:	Apr 15, 2020

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

Dorothy Shermer, Corporate Officer - Apr 9, 2020 - 9:15 AM

Rosemary Lodge, Manager of Communications and Engagement - Apr 9, 2020 - 9:59 AM

Paul Rockwood, General Manager of Finance and Technology - Apr 9, 2020 - 10:02 AM

André Boel, General Manager of Planning and Development - Apr 9, 2020 - 5:47 PM

Tim Savoie, City Manager - Apr 15, 2020 - 1:42 PM