



Staff Report for Committee of the Whole Meeting

Date of Meeting: March 19, 2018

Report Number: SRPRS.18.052

Department: Planning and Regulatory Services

Division: Development Planning

Subject: **SRPRS.18.052 – Request for Direction –
Applications to Amend the Official Plan and
Zoning By-Law – Goldenville Development Inc. –
Town Files D01-17001 and D02-17003**

Owners:

Goldenville Development Inc.
c/o 2483676 Ontario Inc.
15 Wertheim Court, Unit 302
Richmond Hill, ON L4C 6E4

Agent:

Goldberg Group
2098 Avenue Road
Toronto, Ontario M5M 4A8

Location:

Legal Description: Lots 135 to 139 and Part of Lots 134, 285 and 286, Plan 1960
Municipal Addresses: 39, 41, 45, 53, 59, 69, 79, 81, 89, 91 and 97 Carrville Road

Purpose:

A request for direction regarding applications to amend the Official Plan and Zoning By-law to permit a high density, mixed use, residential/commercial development on the subject lands.

Recommendations:

- a) **That the Ontario Municipal Board be advised that Council does not support the Official Plan and Zoning By-law Amendment applications submitted by Goldenville Development Inc. for lands known as Lots 135 to 139 and Part of Lots 134, 285 and 286, Plan 1960 (Municipal Addresses: 39, 41, 45, 53, 59, 69, 79, 81, 89, 91 and 97 Carrville Road), Town Files D01-17001 and D02-17003 for the principle reasons outlined in SRPRS.18.052; and,**

b) That appropriate Town staff be directed to appear at the Ontario Municipal Board in support of Council’s position concerning the subject applications.

Contact Person:

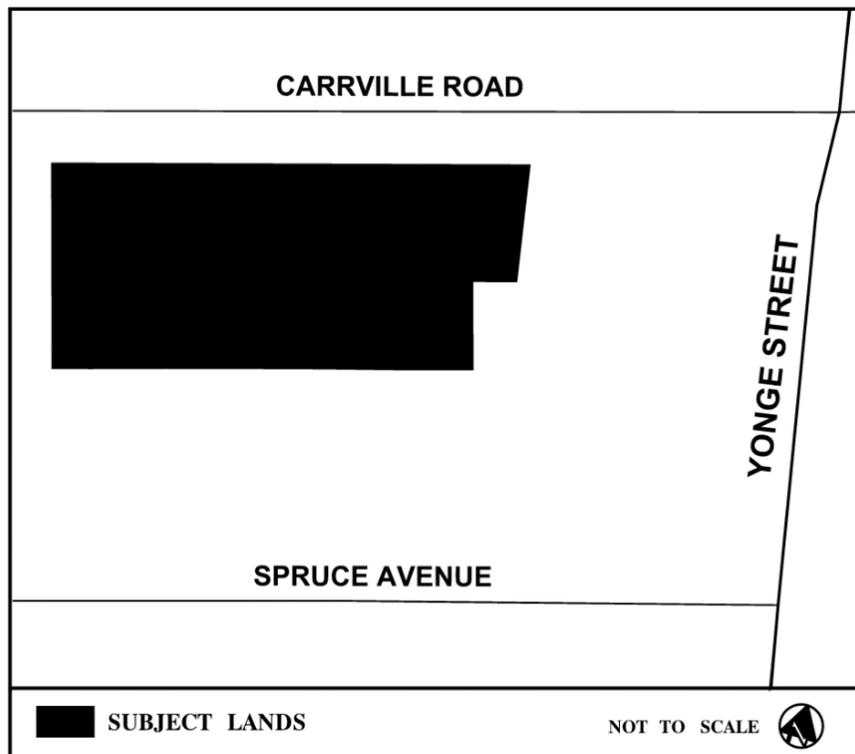
Deborah Giannetta, Manager of Development – Site Plans, phone number 905-771-5542

Report Approval:

Submitted by: Kelvin Kwan, Commissioner of Planning and Regulatory Services

Approved by: Neil Garbe, Chief Administrative Officer

All reports are electronically reviewed and/or approved by the Division Director, Treasurer (as required), Town Solicitor (as required), Commissioner, and Chief Administrative Officer. Details of the reports approval are attached.



Background:

A statutory Council Public Meeting was held on May 3, 2017 regarding this proposal wherein Council received Staff Report SRPRS.17.078 for information purposes and directed that all comments be referred back to staff (refer to Appendix “A”). Additionally, two Neighbourhood Residents Information Meetings regarding the subject applications were hosted by the local Ward Councillor on April 18, 2017 and May 16, 2017. At all of these meetings, a number of issues and concerns were raised by staff, Council and the public with respect to the development proposal which are detailed later in this report.

On June 19, 2017 and September 14, 2017, the applicant appealed their Official Plan and Zoning By-Law Amendment applications to the Ontario Municipal Board (OMB) pursuant to Sections 22(7) and 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, on the basis that the Town failed to make a decision on its applications within the prescribed timeframes.

An OMB Pre-Hearing Conference was held on February 1, 2018 with respect to the subject applications. In addition to the Town, two parties were in attendance at the hearing and both requested and has been granted party status to the proceedings. Additionally, a second Pre-Hearing Conference was scheduled for March 19, 2018 in anticipation that the Town will have a position from Council on the subject applications as well as authorization for Town staff and legal counsel to attend future OMB proceedings on these matters. Accordingly, the purpose of this report is to seek Council’s direction with respect to the subject development proposal and to direct Town staff and legal counsel to appear at the hearing in support of Council’s position concerning the subject applications.

Summary Analysis:

Site Location and Adjacent Uses

The subject lands are located on the south side of Carrville Road, west of Yonge Street and are comprised of 11 contiguous properties (refer to Maps 1 and 2). The lands have a combined lot area of approximately 1.185 hectares (2.93 acres) and support existing buildings that are currently being used for either residential or commercial purposes and will be demolished to facilitate the proposed development. Adjacent land uses include Carrville Road to the north, residential lands to the west and south, and commercial lands to the east that were recently approved by the OMB for a high density, mixed use residential/commercial development consisting of 29 and 24 storey buildings with approximately 500 residential dwelling units (Town Files D01-15003 and D02-15013).

Development Proposal

The applicant is seeking Council’s approval to construct a high density, mixed use, residential/commercial development comprised of three apartment buildings that are proposed to have building heights of 18, 20 and 22 storeys respectively (refer to Maps 3 to 5). Outlined below are the relevant statistics for the applicant’s development proposal based on the plans and drawings submitted to the Town:

- **Total Lot Area:** 1.185 hectares (2.93 acres)
- **Number of Buildings:** 3
- **Total Number of Units:** 760
- **Total Gross Floor Area:** 57,764 square metres (621,766 square feet)
 - Residential:** 56,345 square metres (606, 492 square feet)
 - Commercial:** 1,419 square metres (15,274 square feet)
- **Floor Space Index:** 4.9
- **Building Heights:** 18, 20 and 22 storeys
- **Podium Heights:** 6 storeys on each building
- **Tower Floor Plate Size:** 750 square metres (8,072 square feet)
- **Parking:** 860 spaces (837 underground spaces and 23 surface spaces)

Access to the development is proposed via two private driveways from Carrville Road. Future access to the proposed development is to also be provided from a proposed future east-west local road that will be located to the south of the subject lands. To this end, the applicant has provided a 10 metre (32.81 feet) portion of said road along the southern limit of the subject lands.

It should be noted that to date, a Site Plan application has not been submitted in conjunction with the subject applications.

Planning Analysis:

Staff has undertaken a comprehensive review and evaluation of the applicant's revised development proposal based on the policy framework contained within the *Provincial Policy Statement (PPS)*, the *Growth Plan*, the Regional Official Plan, and the Town's Official Plan. A detailed overview of the applicable Provincial, Regional and Town policies was provided in Staff Report SRPRS.17.078 and staff's conclusions thereto remain unchanged. Outlined below is a more detailed discussion of the proposal relative to the Town's Official Plan document.

Town of Richmond Hill Official Plan

The subject lands are designated "**Key Development Area (KDA)**" in accordance with Schedule A2 of the Town of Richmond Hill Official Plan (2010) (the Plan) (refer to Map 6). KDAs are planned intensification areas located on a Regional Corridor where transit and major retail and commercial nodes intersect. The Plan identifies two KDAs in the Town; one at the intersection of Yonge Street and Bernard and the other at Yonge Street and 16th Avenue (Carrville Road). The subject applications fall within KDA area for Yonge Street and 16th Avenue/Carrville Road.

The predominant land uses within the KDAs are to be mixed-use, transit oriented uses and therefore a full range of medium/high density residential uses as well commercial, retail and office uses are permitted within this designation. Given the significance of this area of the Town, the Plan directs that a Secondary Plan be prepared to effectively plan for intensification in this area in order to guide the land use and design of the KDAs. In

this regard, on April 20, 2015, Council approved Terms of Reference for the 16th KDA Secondary Plan project. Gladki Planning Associates together with the firms DTAH (architecture, landscape architecture and urban design) and Dillon Consulting (transportation engineering) were retained to complete the 16th KDA Background Study. On January 30, 2017, Council approved the Yonge Street and 16th Avenue Key Development Area Policy Directions and Recommendations Report (the Recommendations Report) and in doing so resolved that:

“in addition to the policies of the Part 1 Richmond Hill Official Plan, staff be directed to utilize the Yonge Street and 16th Avenue Key Development Area Policy Directions and Recommendations Report in the review and evaluation of development applications within the area, until such time as Council adopts a Secondary Plan for the 16th KDA”

Accordingly, in addition to the policies set out in Section 4.4 of the Plan, the Recommendations Report is also to be used to guide the evaluation of development proposals, such as the subject applications, in the Yonge Street and 16th Avenue KDA.

Yonge Street and 16th Avenue Key Development Area Policy and Directions and Recommendations Report

The Recommendations Report builds upon the vision of the KDA as ***“a more connected, mixed-use urban centre that will become a transit and pedestrian oriented destination.”*** As such, the guiding principles for the KDA include Creating a Local Identity, Improve Connectivity and Accommodate Transition. It is both the vision and the guiding principles that led to the development of the Preferred Land Use and Design Scenario within the Recommendations Report which provides recommended land uses, streets and blocks, height and density distribution, built form, and public realm/urban open space system frameworks for the KDA. In addition, it provides for a transportation assessment along with recommendations and strategies for implementation (i.e. Section 37 benefits, parkland dedication, inclusionary zoning, development of a community improvement plan and implementing up to date parking requirements).

It should be noted that a draft of the Yonge and Carrville/16th Avenue Key Development Area Secondary Plan (Secondary Plan) was presented to Council and the public on May 10, 2017. Council received the staff report for information purposes and directed that all comments be referred back to staff for consideration. It is anticipated that the final form of the Secondary Plan will be brought forward later this Spring for Council's consideration.

Staff have undertaken a thorough and comprehensive review of the subject applications relative to the applicable policies of the Plan and the Recommendations Report. Outlined below is a detailed discussion of said matters.

Land Use

In terms of land use, the subject development proposal is considered to be consistent with the provisions of both documents which contemplate mixed use, transit oriented uses, medium/high density residential uses, commercial, retail and office uses. The proposed development proposes three high density, mixed-use residential buildings each with proposed office uses at grade. Staff do however note that the draft by-law submitted in support of the proposed development, only proposes business and professional office uses. Given that the KDA is considered to become a mixed-use, urban centre, second to the Richmond Hill Centre in terms of intensity of development, staff recommends the permitted uses be expanded to allow for the full range of uses contemplated within the KDA thereby ensuring that the vision of the KDA is optimally realized.

Notwithstanding the above, there are a number of key elements of the subject development proposal that do not align with the Plan or the Recommendations Report. These include, height, density, the provision of required infrastructure and housing matters which are discussed in detail below.

Height and Density

As noted previously, the proposed development contemplates three mixed-use towers with building heights of 22, 20 and 18 storeys, respectively. Policy 4.4.1.8 a. of the Plan stipulates a maximum of building height of 20 storeys within the KDA designation. The Recommendations Report further refines the heights for development throughout the KDA and in accordance with Yonge and 16th KDA Preferred Scenario, the maximum height for the two buildings on the easterly portion of the subject lands is 20 storeys (refer to map 7). In addition to the aforementioned, the Recommendations Report and the Plan provide for a north-south local road in the location of these lands which would effectively bisect the property (which is discussed later in this report) (refer to Map 7). Building heights west of this new road are lower, in order to provide transition away from the intersection of Yonge Street and 16th Avenue/Carrville Road and to recognize the surrounding low rise context to the south and west. As such, the Recommendations Report prescribes building heights between eight and 15 storeys for the portion of the subject lands that is west of the proposed future north-south road.

Based on the preceeding, two out of three proposed buildings do not meet the prescribed heights of the Plan and Recommendations Report. Additionally, the proposed 18 storey building at the western limit of the subject lands is also inconsistent with the height policies with respect to development abutting the **Neighbourhood** designation. In this regard, Policy 4.4.1.10 of the Plan limits building heights to a maximum of three storeys where it abuts the **Neighbourhood** designation whereas the subject applications propose a six storey podium building along the southern portion of the lands. This policy was intended to protect the **Neighbourhood** from the intrusion of high rise development on adjacent low density neighbourhoods and to minimize the associated adverse impacts of the presence of high density developments in close proximity to low density residential areas.

In terms of density, the proposed development departs significantly from the densities prescribed in the Plan and those densities are further refined and prescribed in the Recommendations Report. Policy 4.4.1.6 of the Plan permits a minimum 2.5 FSI up to a maximum of 3.0 FSI for a development block within the KDA whereas the subject development proposes an overall FSI of 4.9. The Recommendations Report recommends one development block be established for the entire KDA and as such, the recommended densities as shown on Figure 7 of the Recommendations Report are based on achieving an average density of between 2.5 and 3.0 FSI across the KDA (refer to Map 9).

The heights and densities in the Recommendations Report were premised on a number of background studies and in particular with respect to density, Dillon Consulting completed a Transportation Study (Study) to help inform the development of the Recommendations Report. Noteworthy is a key finding of the Study that planning to the maximum 3.0 FSI in this KDA, as directed by the Plan, would result in significant transportation/traffic implications. Accordingly, the effect of the proposed FSI of 4.9 will be to exacerbate the transportation and traffic capacity in the KDA.

Gradient heights and densities as prescribed within Plan and Recommendations Report ensure the provision of appropriate transition to existing lower density residential lands, yet at the same time, allow intensification in keeping with the broader policy objectives of the Plan, and more specifically the KDA. This is further supported by policies that limit height and densities coupled with additional policies (i.e. angular plane policies and limiting building heights to three storeys where they abut the **Neighbourhood**) to ensure compatibility and minimize the impact of the intensive land uses envisioned for the KDA.

Based on the aforementioned, staff is of the opinion that the proposed height and density of the development is not appropriate from a land use planning perspective. The height and density requirements espoused in the Plan and the Recommendations Report are a key component of specific land use designations that are intended on implementing a comprehensively planned growth management strategy for the Town. They also serve to implement the broader Provincial and Regional planning frameworks, while achieving balanced community growth based on the vision and principles adopted by the Town.

The proposal does not provide an appropriate transition to the existing low density residential neighbourhood to the south of the subject lands and at the densities proposed, the proposal will have adverse transportation impacts on the KDA. Approval of a proposal that departs so significantly from the policy documents, irrespective of previous OMB decisions in this area, will compromise the ability of the Town in achieving its vision for the KDA overall. Further, given the status of the Yonge and 16th Key Development Area Secondary Plan, approval of a proposal that significantly departs from the Plan and the Recommendations Report shall serve to undermine the Secondary Plan before it is implemented.

Provision of the North – South Local Road and East – West Local Road

One of the fundamental visions for the KDA is to provide a fine grain grid of streets and shorter blocks that are well connected and will improve permeability and encourage safe pedestrian movement throughout the KDA. Therefore, among other things, new local streets (where appropriate) will be introduced to achieve this vision. In this regard, the proposed development does not provide for a critical piece of infrastructure that is contemplated within both the Plan and the Recommendations Report; namely the provision of the north-south local road that is contemplated to extend from Garden Avenue to Carrville Road.

This north-south local road is identified on Schedule A8 – Street Classification to the Plan and is intended to function as a relief road for Yonge Street and to support the anticipated intensity of development in the Richmond Hill Centre and up to the KDA. The need and function of this local road was established in the preparation of the Plan and formed part of the approved 2006 Transportation Master Plan for the Town and again later in the Technical Update to the Transportation Master Plan in 2014. As part of the subject application, the applicant has provided a justification to terminate this road south of the subject lands which is not accepted by the Town's Transportation Engineering staff as outlined in their comments attached as Appendix B to this report. Further, the Region of York in their letter to the Town dated January 30, 2018, does not support the subject proposal as it does not provide for the new north-south local road to Carrville Road (refer to Appendix F). The provision of this road is in keeping with Regional Official Plan policies of promoting a fine grid network of local streets, especially in new intensification areas.

As it relates to the east-west local road, this is a new road introduced as part of the Recommendations Report. This is one of three new streets proposed in the southwest quadrant of the KDA intended on creating four smaller development blocks in an effort to improve circulation and connectivity (see Map 7). The applicant has provided for a 10 metre (32.81 feet) wide portion of this road, with the remaining 10 metres (32.81 feet) to be provided on adjacent lands to the south. In this regard, Transportation Engineering staff have expressed concern with the alignment of this road as proposed by the subject applications. Specifically, staff have a concern that the 10 metre wide (32.81 feet) road provided may not be sufficient at this point due to the fact that the Environmental Assessment process for the proposed road has not been completed and given that this new east-west local road is introduced as part of the KDA, it would make sense to provide this street entirely within the Secondary Plan area which would require additional lands from the applicant to facilitate this road (refer to Appendix B).

Based on the aforementioned, the lack of provision of such a critical piece of infrastructure and the identified substantive technical concerns expressed by the Town's Transportation Engineering staff and the Region of York, staff cannot recommend support of the development proposal in its current form.

Housing

Section 3.1.5 of the Plan requires new development in the KDA's to provide a minimum of 35% of the proposed housing units as affordable units, thereby offering a range of affordability for low and moderate income households. Affordable housing in the case of ownership housing as proposed by the subject applications, refers to the least expensive of:

- “a. housing for which the purchase price results in annual accommodation Costs not exceeding 30% gross annual household income for low and moderate in-come households; or***
- b. housing for which the purchase price is at least 10% below the average purchase price of a resale unit in the regional market area.”***

Additionally, “**low and moderate-income households,**” in relation to ownership refers to housing, refers to “**households with incomes in the lowest 60% of the income distribution for the regional market area**”. The subject development provides a mix of both one and two bedroom units but offers no information that would demonstrate conformity with this policy. Notwithstanding the preceding, the Secondary Plan that proceeded to the May 17, 2017 Council Public Meeting does build and refine upon the housing policies of the Plan. Section 11.2.7 of the Secondary Plan defines affordable housing as:

“Affordable housing shall comprise a mix and rage of types, lot sizes, functions, and tenures to provide opportunity for all household types including larger families seniors and residents with special needs.”

Further, Policy 11.2.7.4 of the draft Secondary Plan requires that high density developments provide a minimum of five percent of units that contain three or more bedrooms. The subject proposal does not provide for any three bedroom units. On the basis of the preceeding, staff cannot recommend approval of the subject applications.

Departmental/Agency Comments:

The following sections provide a summary of the comments received as of the writing of this report based on the review of the subject Official Plan and Zoning By-law Amendment applications and the associated background studies and reports submitted in support of same.

Development Engineering Division

In terms of hydrogeological and servicing matters, Development Engineering staff have provided technical comments that need to be addressed for the development of the lands for a high density development as outlined in their memo attached to this report (refer to Appendix B). Key matters raised include the need to conform with the Town's Urban MESP, the feasibility of the construction of the underground parking and obtaining permission to service the site from the Region of York.

Additionally, and as noted previously in this report, Transportation Engineering staff have significant concerns with respect to transportation matters related to this proposal. The most significant concern is the lack of provision of the new north-south local road contemplated within the Plan and the Recommendations Report and the need for the full extent of the east-west local road in the area of the subject lands. Detailed comments in this regard are also provided in Appendix B to this report.

Parks and Natural Heritage Planning Section

Parks staff have confirmed that cash-in-lieu of parkland dedication is appropriate for this development. Additionally, staff have made technical comments with respect to the form of applicant's draft Official Plan Amendment and Zoning By-law Amendment documents as outlined in their memo dated February 22, 2017 attached hereto as Appendix C.

Urban Design and Heritage Section

Urban Design staff have raised concerns with regard to the height and density of the proposed development. Detailed comments on the design were not provided at this time as the proposed development does not provide for a critical piece of infrastructure, namely the north-south road which, when included, would significantly alter the development proposal. General comments that should be taken into consideration have been provided and are outlined in the memo dated attached as Appendix D to this report.

Zoning Section

Zoning staff have reviewed the draft by-law submitted in support of the development and have provided a number of technical comments. Most significant among those comments is the fact that the development standards proposed do not implement the buildings as proposed in terms of the proposed setbacks. Additionally, parking has not been allocated for office uses as proposed for the development (refer to Appendix E).

Region of York

The Region of York has advised that it is not in support of the proposed development as it is inconsistent with the planned transportation network outlined in the Plan and more specifically, in the Recommendations Report. The Region advises of the need to include the north-south road in the design of the development. To this end, the Region also advises that it will not permit access to the development from Carrville Road. In this regard, the Region also speaks to the importance of the provision of the east-west road along the southern limit of the property (refer to Appendix F).

Public Comments

As noted previously, a number of concerns were raised at the Council Public Meeting as well as the two Resident Meetings held by the local Ward Councillor. These concerns are summarized below as follows:

- the proposal is excessive in terms of height and density;
- the proposed development is incompatible with the surrounding low density residential neighbourhood;
- increased levels of traffic through the neighbourhood as a result of the proposed development on existing congested roads (Carrville Road) and through the introduction of a new local road (east-west road);
- vehicular and pedestrian safety as a result of increased traffic;
- increased noise levels;
- shadowing and privacy concerns because of the height of the proposed buildings; and,
- inadequate infrastructure (currently) to accommodate high density development as proposed by the subject applications.

Development Planning Division

Based on the review and evaluation of the applicant's development proposal, staff do not support the subject applications for the following reasons:

- the proposal does not demonstrate conformity with the Town's Housing policies that require all new housing in the KDAs to provide a minimum of 35% of the development as affordable units;
- the proposed development does not conform with the height and density policies as espoused in the Plan and the Recommendations Report and therefore does not provide for appropriate transition to the surrounding low rise context;
- the proposed density significantly departs from the Plan and Recommendations Report which is expected to have adverse impacts on the planned transportation network for the KDA;
- the proposed development does not provide for the north-south local road which is a key piece of infrastructure needed for the KDA;
- the alignment and width of the new east-west road is considered premature until the the Secondary Plan is approved and/or an Environmental Assessment has been completed;
- the form and content of the proposed Zoning By-law does not implement the development as proposed; and,
- technical concerns related to transportation matters on both a local and Regional level are considered significant and therefore do not represent good planning principles upon which staff can support the subject proposal.

Richmond Hill Sustainability Metrics:

The applicant has not yet submitted a Sustainability Performance Metrics Tool for consideration by the Town as part of its review and approval of the subject applications as a Site Plan application has not yet been submitted. This will be required to be submitted in conjunction with any future Site Plan application for the proposed development which will also serve to provide the basis of the allocation of servicing

capacity to the proposed development. In this regard, the Recommendations Report requires developments within the KDA to demonstrate a “good score” in sustainability performance.

Financial/Staffing/Other Implications:

As these applications have been appealed to the OMB, there will be further draw on staff and financial resources. These will be accommodated in existing budgets.

Relationship to the Strategic Plan:

The proposed development has not demonstrated full conformity with the policies of the Plan and Council approved Recommendations Report and therefore is not aligned with the overall vision of the Town’s Strategic Plan.

Conclusion:

The applicant is seeking Council’s approval of Official Plan and Zoning By-law Amendment applications submitted to the Town in order to permit the construction of a 22, 20 and 18 storey, high density mixed-use residential/commercial development on its landholdings. Based on the principle reasons outlined in this report, staff is of the opinion that the subject applications do not represent good planning and therefore cannot support the applications. Accordingly, staff recommends that Council deny the applicant’s development proposal and direct appropriate staff appear at the OMB in support of Council’s position on this matter.

Attachments:

The following attached documents may include scanned images of appendixes, maps and photographs. If you require an alternative format please call contact person listed in this document.

- Appendix A – Extract of Council Public Meeting C#15-17
- Appendix B – Memos from Development Engineering dated September 27, 2017
- Appendix C – Memo from Park and Natural Heritage Planning Section dated February 22, 2017
- Appendix D – Memo from Urban Design and Heritage Section dated January 17, 2018
- Appendix E – Memo from Zoning dated February 16, 2017.
- Appendix F – Letter from the Region of York dated January 30, 2018.
- Map 1 Aerial Photograph
- Map 2 Neighbourhood Context
- Map 3 Proposed Site Plan
- Map 4 Proposed Building Elevations
- Map 5 Proposed Building Elevations
- Map 6 Official Plan (2010) Land Use
- Map 7 Yonge and 16th KDA Preferred Scenario
- Map 8 Existing Zoning
- Map 9 Figure 7 – Proposed Maximum Densities in the 16th KDA (Recommendations Report)
- Map 10 Schedule A8 – Street Classification

Report Approval Details

Document Title:	SRPRS.18.052.docx
Attachments:	<ul style="list-style-type: none"> - Appendix A 18.052.pdf - Appendix B 18.052.pdf - Appendix C 18.052.pdf - Appendix D 18.052.pdf - Appendix E 18.052.pdf - Appendix F 18.052.pdf - MAP_1_AERIAL_PHOTOGRAPH.pdf - MAP_2_NEIGHBOURHOOD_CONTEXT_S117001_S217003.pdf - MAP_3_PROPOSED_SITE_PLAN.pdf - MAP_4_PROPOSED_BUILDING_ELEVATIONS.pdf - MAP_5_PROPOSED_BUILDING_ELEVATIONS.pdf - MAP_6_OFFICIAL_PLAN_2010_LAND_USE.pdf - MAP_7_YONGE_AND_16TH_KDA_PREFERRED_SCENARIO_Approed_by_Council_on_January_30_2017_PNG.pdf - MAP_8_EXISTING_ZONING_S117001_S217003.pdf - MAP_9_Figure 7_Proposed Maximum Densities in the 16th_KDA_Recommendations_Report.pdf - MAP_10_SCHEDULE_A8_STREET_CLASSIFICATION.pdf
Final Approval Date:	Mar 8, 2018

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

Gus Galanis - Mar 8, 2018 - 12:58 PM

Kelvin Kwan - Mar 8, 2018 - 2:05 PM

No Signature - Task assigned to Neil Garbe was completed by delegate Shane Baker

Shane Baker on behalf of Neil Garbe - Mar 8, 2018 - 3:29 PM