

Item:



Committee of the Whole Report

DATE: Tuesday, June 05, 2018

WARD: 2

**TITLE: ZONING BY-LAW AMENDMENT FILE Z.17.011
SITE DEVELOPMENT FILE DA.17.023
LANDMART REALTY CORP.
VICINITY OF ISLINGTON AVENUE AND RUTHERFORD ROAD**

FROM:

Jason Schmidt-Shoukri, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek approval from the Committee of the Whole for Zoning By-law Amendment and Site Development Files Z.17.011 and DA.17.023 for the Subject Lands shown on Attachments #1 and #2, to permit the development of 88 back-to-back stacked townhouse units (Blocks 1, 2, and 3) and 16 stacked townhouse units (Block 4), as shown on Attachments #3 to #5.

Report Highlights

- The Owner is proposing to develop the Subject Lands with 88 back-to-back stacked townhouse units and 16 stacked townhouse units accessed by a private road.
- The Development Planning Department supports the approval of the Development, subject to the conditions in this report, as it is consistent with the *Provincial Policy Statement (2014)*, and conforms to the Growth Plan, York Region Official Plan, and the City of Vaughan Official Plan 2010, and is compatible with the existing and planned land uses in the surrounding area.

Recommendations

1. THAT Zoning By-law Amendment File Z.17.011 (Landmart Realty Corp.) BE APPROVED; to amend Zoning By-law 1-88, to rezone the Subject Lands shown on Attachments #1 and #2, from “A Agricultural Zone”, to “RM2 Multiple Residential Zone”, in the manner shown on Attachment #3, together with the site-specific zoning exceptions identified in Table 1 of this report.

2. THAT Site Development File DA.17.023 (Landmart Realty Corp.) BE APPROVED SUBJECT TO THE FOLLOWING CONDITIONS; to permit 88 back-to-back stacked townhouse units (Blocks 1, 2 and 3) and 16 stacked townhouse units (Block 1), as shown on Attachments #3 to #5:
 - a) That prior to the execution of the Site Plan Agreement:
 - i) the Development Planning Department shall approve the final site plan, landscape plan, landscape cost estimate, and building elevations;
 - ii) the Owner of the Subject Lands shall successfully obtain approval of a Consent Application from the Vaughan Committee of Adjustment (the “Committee”) to secure an access easement from the landowner to the north (9600 Islington Avenue) for the shared driveway access, as identified in this report. The Committee’s decision shall be final and binding, and the Owner shall satisfy any conditions of approval imposed by the Committee;
 - iii) the Development Engineering Department shall approve the final grading plan, servicing plan, erosion and sediment control plan, erosion and sediment control plan, Functional Servicing and Stormwater Management Report, geotechnical investigation report, external lighting plan, Noise Impact Study, Transportation Impact Study, and the Transportation Demand Management Plan;
 - iv) the Owner shall satisfy all requirements of the Environmental Services Department, Solid Waste Division;
 - v) the Owner shall satisfy all requirements of the Fire and Rescue Service Department;
 - vi) the Owner shall contact the Woodbridge Expansion Area Cost Sharing Agreement Trustee, and obtain a clearance letter for the Development; and
 - vii) the Owner shall satisfy all requirements of York Region.

- b) That the Site Plan Agreement shall include the following clauses:
- i) “The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the subject lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City’s Cash-in-lieu of Parkland Policy. The Owner shall submit an appraisal of the subject lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Office of the Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.”;
 - ii) “Prior to the issuance of a Building Permit, the Owner shall pay to the City all applicable Development Charges in accordance with the Development Charges By-law of the City of Vaughan, York Region, York Region District School Board and the York Catholic School Board.”; and
 - iii) “The Owner shall grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.”

3. THAT Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT Site Development Application File DA.17.023 (Landmart Realty Corp.) be allocated servicing capacity from the York Sewage Servicing/Water supply System for a total of 104 residential units (318 persons equivalent).”

Background

The 0.72 ha Subject Lands (the “Subject Lands”) are located on the west side of Islington Avenue, north of Rutherford Road. The Subject Lands have been cleared and the Owner is constructing a sales office on the property. The surrounding land uses are shown on Attachment #2.

Zoning By-law Amendment and Site Development Applications have been submitted to permit the Development

The Owner has submitted the following applications (the “Applications”) to permit the proposed development (the “Development”) of 104 stacked and back-to-back stacked townhouse units as shown on Attachments #3 to #5:

1. Zoning By-law Amendment File Z.17.011 to rezone the Subject Lands from “A Agricultural Zone” to “RM2 Multiple Residential Zone” in the manner shown on Attachment #3, together with the site-specific zoning exceptions identified in Table 1 of this report.
2. Site Development File DA.17.023 to permit 88 back-to-back stacked townhouse units (Blocks 1, 2 and 3) and 16 stacked townhouse units (Block 4).

Public Notice was provided in accordance with the Planning Act and Council's Notification Protocol. Deputations were received at the Public Hearing, and written submissions have been submitted to the Development Planning Department

On October 13, 2017, a Notice of Public Hearing was circulated to all property owners within an Expanded Notification Area beyond 150 m, as shown on Attachment #2, and to the Carrying Place Ratepayers' Association. A copy of the Notice of Public Hearing was also posted on the City's website at www.vaughan.ca and a Notice Sign was installed on the Islington Avenue street frontage, in accordance with the City's Notice Signs Procedures and Protocols.

A Committee of the Whole (Public Hearing) was held on November 7, 2017, to receive comments from the public and Committee of the Whole. The recommendation of the Committee of the Whole to receive the Public Hearing report of November 7, 2017, and to forward a comprehensive report to a future Committee of the Whole meeting was ratified by Vaughan Council on November 21, 2017.

At the Public Hearing, deputations and written submission were received from the following individuals regarding the Applications:

Deputations

- Mr. Oz Kemal, MHBC, Brant Street, Burlington, on behalf of the Owner;
- Mr. Dominique Janssens, Colle Melito Way, Woodbridge; and
- Mr. Adriano Volpentesta, America Avenue, Vaughan.

Written Submissions

- Zoia, Domenica Way, Vaughan, dated October 21, 2017;
- Mr. Quirino Pollice and Ms. Anna Staffiere, Forest Fountain Drive, Vaughan, dated

November 1, 2017; and

- Carrying Place Ratepayers' Association, dated November 6, 2017.

Additional written correspondence was received following the Public Hearing from Mr. Dominique Janssens, dated November 6, 2017 (received November 8, 2017).

Summary of comments received regarding the Development

The following comments were received from the community through the written submissions received by the Development Planning Department and by the deputations at the Public Hearing on November 7, 2017. The Development Planning Department offers the following responses to the comments provided below and in the relevant sections throughout this report.

- i) A fence should be installed on the south side of the Subject Lands abutting Domenica Way to discourage residents and visitors of the proposed units facing this street, from parking their cars on Domenica Way. The additional parked cars will pose a safety risk for children who play on the street, because it is currently a quiet and calm street with low traffic volumes.

The installation of a fence would create a permanent barrier that would impede pedestrian connectivity and isolate the Development, rather than promote its integration with the existing community. Furthermore, the proposed Development provides sufficient on-site underground parking and surface parking for its residents and visitors based on the parking requirements of Zoning By-law 1-88. Parking is also prohibited on Laneway V36, and the Development Engineering Department is recommending that additional parking prohibition signage be installed on Laneway V36. Although parking is permitted on Domenica Way, it will be controlled through the City of Vaughan By-law and Compliance, Licensing and Permit Services Department.

- ii) The proposed Development does not provide adequate access to on-site amenities such as parks, green space and walkways, and therefore new residents will have to access parks, and other amenities, from the existing neighbourhood.

A landscaped outdoor community amenity area is proposed to be centrally located within the Development, as shown on Attachment #3 for the residents of the proposed Development to use. A Community Services and Facility Study was submitted which examines the existing demographics and household composition in the area, and the existing community services (i.e. parks) available in this area. The Parks Development Department is satisfied that the

existing community services can accommodate the residents of the proposed Development.

- iii) The dense design of the proposed Development does not provide adequate or conventional garbage storage and collection. This will result in odour, rodent and visual impacts on the existing community.

A communal garbage chute which is enclosed, is proposed at the northeast corner of Block 2 for residents to conveniently dispose of their waste. The chute is connected to the garbage storage room located in the underground parking garage. The garbage storage room is vented and rodent-proof, and contains three 6-yard bins, two 4-yard bins, and three 3-yard bins for use by the residents of the proposed Development. On garbage collection day, the waste bins will be moved from the garbage storage room to the enclosed (wooden fence screen) waste bin staging area located at grade, as shown on Attachment #3, for pick-up.

- iv) The proposed Development will escalate the existing traffic and put additional strain on the capacity of elementary and high schools in the community to accommodate additional students.

A Transportation Impact Study ("TIS"), dated March 2017, and a Transportation Demand Management ("TDM") Letter, dated October 31, 2017, was prepared to the satisfaction of the York Region Community Planning and Development Services, and the Vaughan Transportation Planning Section of the Development Engineering Department. The TIS concluded that the Subject Lands are well served by York Region's road and transit networks, and the City of Vaughan's active transportation facilities, and therefore, from a transportation perspective the proposed Development can be supported, and the TDM Letter included measures that will be incorporated in the Development, including the installation of a bicycle room and discounted transit passes, to encourage alternate modes of transportation such as cycling and using public transit.

Both the York Region District and York District Catholic School Boards have advised that they have no objection to the Development.

- v) The Development is a threat to the health and safety of the existing community, and the construction will result in noise, dust and other pollution, that will have an impact on the quality/standard of life for existing residents in the area for many years.

A Construction Management Plan will be required to the satisfaction of the City, outlining strategies for mitigating the impacts of construction dust and noise on neighbouring properties. These measures may include but are not limited to the

installation of site perimeter fencing, a construction access, implementing traffic management methods and security measures, and limiting the hours of work taking place on the Subject Lands, in accordance with City By-laws.

- vi) The proposed height, density, built-form, architectural design and character of the Development is not compatible with the dwellings in the existing community.

The proposed built-form is permitted by the “Low-Rise Mixed-Use” designation of VOP 2010 and the Development conforms to the maximum permitted density of 1.5 FSI (Floor Space Index) and maximum building height of 4-storeys. The architectural design and character of the dwelling units of the proposed Development is contemporary in style, which is consistent with other multi-unit developments recently approved in Vaughan and uses building materials with a neutral colour palette which complements the existing dwelling units in the area.

- vii) The underground parking garage is not a solution to the parking issues that the Development will cause, as there is limited surface parking for guests and visitors. Visitor parking will also become a concern as all visitors will need to find street parking outside of the development area further crowding the existing streets with parked cars.

A total of 183 underground and surface parking spaces are provided on the Subject Lands, including 157 resident parking spaces and 26 visitor parking spaces, which exceeds the parking requirements of Zoning By-law 1-88 by one resident parking space. Therefore, the parking provided complies with the City’s Zoning By-law.

- viii) The proposed vehicular accesses to the existing residential subdivision to the south will significantly increase the amount of traffic on the existing residential streets. The additional vehicles will further add to the existing traffic problems in the area, thus increasing the potential risks to residents including children and the elderly. The proposed access through the commercial plaza should be the only access for the Subject Lands.

The only point of vehicular access and egress into and from the Subject Lands is proposed from the commercial plaza to the north. The existing access will be shared between the two properties, and vehicles would enter/exit from the existing plaza driveway on Islington Avenue to the Subject Lands. The two vehicular access points along the south side of the Subject Lands will be blocked by bollards, removable only by fire and rescue staff in the event of an emergency and only if the Islington Avenue access is blocked for any reason. Therefore, there will be no added vehicular traffic from the Subject Lands into the existing community.

- ix) VOP 2010 and the RM2 Multiple Residential Zone the City's Zoning By-law does not permit structures higher than 3-storeys on the Subject Lands.

VOP 2010 permits a maximum building height of 4-storeys on the Subject Lands. The Zoning By-law Amendment is seeking to amend the maximum height of 11 m permitted in the proposed RM2 Multiple Residential Zone, in order to implement the policies of VOP 2010 regarding the Subject Lands.

- x) VOP 2010 requires a minimum distance of 18 m between blocks of stacked townhouses, which is not being provided between Blocks 2 and 3 and Blocks 3 and 4.

The Development conforms to the 18 m separation distance requirement, as it applies only to stacked townhouse blocks facing or parallel to each other, not flanking or perpendicular to each other. The Development Planning Department is satisfied that the proposed separation distance of 10.04 m between Blocks 2 and 3, and 10 m between Blocks 3 and 4 conforms to VOP 2010.

- xi) Why were the lands located at 9630 Islington Avenue and the Subject Lands located at 9560 Islington Avenue, granted an exception by OPA No. 550?

The Official Plan policies for the Subject Lands were originally adopted through Official Plan Amendment ("OPA") No. 400 on August 31, 1994. OPA No. 550 maintained the site-specific exception on the Subject Lands (June 9, 2000). This exception was subsequently incorporated into OPA No. 600 (June 29, 2001) and VOP 2010 (September 10, 2010). The policies of VOP 2010 respecting the Subject Lands are based on the historical policies of OPA Nos. 400, 550 and 600, which span almost 24 years.

- xii) The proposed Development does not provide adequate street-level landscaping

Zoning By-law 1-88 requires a minimum landscaped area of 10% of the area of the Subject Lands shall be used for no other purpose than landscaping. The proposed Development provides a landscaped area of 32%.

- xiii) The proposed Development does not provide an adequate buffer between the existing dwellings adjacent to the Subject Lands, as the existing landscaping, including large mature trees will be removed.

The Owner has removed a number of existing trees from the Subject Lands. An Arborist Report and Tree Removal Plan prepared by a certified arborist was submitted with the Applications including an addendum, that identifies the

number, species, condition, and size (diameter) of the trees that have been removed from the Subject Lands. The Arborist Report was reviewed by City staff that includes the required tree replacement and a compensation amount of \$41,250.00, in accordance with the City's Tree Protection Protocol. Trees less than 20 cm in diameter do not require compensation or need to be replaced.

In instances where more replacement trees are required than can reasonably be accommodated on the Subject Lands, a "cash-in-lieu" payment may be made to the Forestry Tree Reserve Fund to fund tree planting on City-owned properties in the same community. The "cash-in-lieu" payments can only be made if all the required replacement trees cannot be planted on the Subject Lands, in accordance with an approved Landscape Plan.

On May 25, 2018, the Development Planning Department mailed a non-statutory courtesy notice of this Committee of the Whole meeting to those individuals who submitted written correspondence to the Development Planning Department, made a deputation at the Public Hearing, or requested notification regarding these Applications.

Previous Reports/Authority

[Nov.7, 2017, Committee of the Whole \(Public Hearing\) \(Item 2, Report No. 40, Recommendation 1 to 3\)](#)

Analysis and Options

Land Use Policies and Planning Considerations

The Development Planning Department has reviewed the Development shown on Attachments #3 to #5 in consideration of the following policies:

The Development is consistent with the Provincial Policy Statement, 2014 (the "PPS")

In accordance with Section 3 of the *Planning Act*, all land use decisions in Ontario "shall be consistent" with the PPS. The PPS provides policy direction on matters of provincial interest related to land use planning and development. These policies support the goal of enhancing the quality of life for all Ontarians. Key policy objectives include: building strong, healthy communities; the wise use and management of resources; and protecting public health and safety.

The PPS recognizes that local context and character is important. Policies are outcome-oriented, and some policies provide flexibility in their implementation provided that provincial interests are upheld. The *Planning Act* requires that Vaughan Council's planning decisions be consistent with the PPS. The Development Planning Department

has reviewed the Development in consideration of the policies of the PPS and is of the opinion that the Development is consistent with provincial policies, specifically:

- Section 1.1.1 - to accommodate an appropriate range of residential, employment, institutional, recreation, park and open space uses;
- Section 1.1.3 - settlement areas being the focus of development based on densities and land uses which efficiently use land;
- Section 1.4.1 - to provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents;
- Section 1.5.1 - planning for and providing publicly accessible built and natural settings; and
- Section 4.7 - the official plan is the most important vehicle for implementation of the PPS. Comprehensive, integrated and long-term planning is best achieved through official plans.

The Development shown on Attachments #3 to #5 includes residential stacked and back-to-back stacked townhouse dwelling units within a settlement area that would add to the range and mix of housing types in the community, efficiently utilizes the Subject Lands, and the proposed land use (i.e. stacked and back-to-back stacked townhouse dwelling units), density and building height conforms with the “Low-Rise Mixed-Use” land use designation in VOP 2010. The Development also includes pedestrian connections from the Subject Lands to the existing community to the south and to Islington Avenue. On this basis, the Development is consistent with the PPS.

The Development conforms to the Growth Plan for the Greater Golden Horseshoe, 2017 (the “Growth Plan”)

The Growth Plan is intended to guide decisions on a wide range of issues, including economic development, land-use planning, urban form, and housing. The Growth Plan provides a framework for managing growth in the Greater Golden Horseshoe including: directions for where and how to grow; the provision of infrastructure to support growth; and protecting natural systems and cultivating a culture of conservation. Council’s planning decisions are required by the *Planning Act* to conform, or not conflict with, the Growth Plan.

The proposed stacked townhouse uses are consistent with the policy framework of the Growth Plan as the built form would utilize the Subject Lands more efficiently, make more efficient use of existing infrastructure, and provide housing at densities that are supportive of the Growth Plan objectives, specifically:

- Section 2.2.1 - directing growth to settlement areas with municipal water and wastewater systems, public service facilities, and public transit to support the achievement of complete communities;
- Section 2.2.2 - contributing to meeting 40% of residential development within a delineated built-up area by 2031; and
- Section 2.2.6 - providing a diverse mix of housing densities to meet the needs of current and future residents.

The Development shown on Attachments #3 to #5 includes residential stacked and back-to-back stacked townhouse units within a settlement area and a delineated built-up area that contributes to providing a mix of housing densities within the neighbourhood in accordance with VOP 2010. Accordingly, the proposed stacked and back-to-back stacked townhouses conform to the Growth Plan.

The Development conforms to the York Region Official Plan, 2010 (“YROP”)

The YROP guides economic, environmental and community building decisions across York Region. The Subject Lands are designated “Urban Area” on Map 1, “Regional Structure” of the YROP. Section 5.0 of the YROP states that “intensification within the Urban Area will accommodate a significant portion of the planned growth in the Region.”

Section 3.5.4 of the YROP requires that “local municipal official plans and zoning by-laws permit a mix and range of housing types, lot sizes, unit sizes, functions, tenures and levels of affordability within each community.” It also states that “the mix and range of housing shall be consistent with Regional forecasts, and intensification and density requirements.”

Section 7.2.53 of the York Region Official Plan restricts access from developments adjacent to Regional streets to maximize efficiency of the Regional street system by utilizing local street access. The YROP also encourages pedestrian scale, safety, comfort and mobility, the enrichment of the existing area with attractive buildings, landscaping and public streetscapes.

The Development will diversify housing options, including a mix and range of housing type, lot and unit sizes, and tenure in the community, provide for an urbanized streetscape along Islington Avenue, and create private and public amenities through the proposed private outdoor community amenity, and pedestrian connections through the provision of private walkways and public sidewalks. The Development also conforms to the local municipal official plan (VOP 2010). The proposed stacked and back-to-back stacked townhouse uses conform to the YROP.

The Development conforms to Vaughan Official Plan 2010 (“VOP 2010”)

The Subject Lands are located in a “Community Area”, as identified on Schedule 1 – Urban Structure of VOP 2010, and are designated “Low-Rise Mixed-Use” by VOP 2010, with a permitted maximum building height of 4-storeys and a maximum Floor Space Index (“FSI”) of 1.5 times the area of the lot.

Lands located in the “Low-Rise Mixed-Use” designation are generally located on arterial or collector streets, and allow for an integrated mix of residential, community and small-scale retail uses intended to serve the local population. These areas are to be carefully designed with a high standard of architecture and public realm, and well-integrated with adjacent areas.

Residential units, home occupations, small-scale hotels, retail uses subject to the policies of Subsection 5.2.3 of VOP 2010, and office uses are permitted in areas designated “Low-Rise Mixed-Use”.

Townhouses, stacked townhouses, low-rise buildings, and public and private institutional buildings, are the Building Types permitted in the “Low-Rise Mixed-Use” designation.

The proposed Development is comprised of one 4-storey stacked townhouse block (Block 4) and three 4-storey back-to-back stacked townhouse blocks (Blocks 1, 2 and 3), which is consistent with the definition of “low-rise buildings” in VOP 2010.

The following policies and development criteria in Section 9.2.3 of VOP 2010 apply to stacked townhouses:

- a) Stacked townhouses are attached Low-Rise Residential houseform buildings comprising of two to four separate residential units stacked on top of each other. Stacked Townhouse units are typically massed to resemble a traditional street Townhouse and each unit is provided direct access to ground level.
- b) Stacked townhouses shall be a maximum of four storeys in height.
- c) A building containing a row of stacked townhouses shall not be longer than 50 m.
- d) Stacked townhouses shall generally be oriented to front onto a public street in order to provide front entrances on public streets.
- e) The facing distance between blocks of stacked townhouses that are not separated by a public street should generally be a minimum of 18 m in order to maximize daylight, enhance landscaping treatments and provide privacy for individual units.

The following policies and development criteria in Section 9.2.3.4 of VOP 2010 apply to low-rise buildings:

- a) Low-Rise Buildings are generally buildings up to a maximum of five-storeys in height, and subject to the maximum building height permitted through policy 9.2.1.4 and Schedule 13 – Land Use.
- b) In order to provide appropriate privacy and daylight/ sunlight conditions for any adjacent houseform buildings, Low-Rise Buildings on a lot that abuts the rear yards of a lot with a detached house, semi-detached house or townhouse shall generally be setback a minimum of 7.5 metres from the property line and shall be contained within a 45 degree angular plane measured from the property line abutting those houseform buildings.
- c) Surface parking is not permitted between the front or side of a low-rise building and a public street. Surface parking elsewhere on a lot with a low-rise building shall generally be setback from any property line by a minimum of three metres and shall be appropriately screened through landscaping. The minimum width of the landscaped area shall be established in the Zoning By-law. All surface parking areas must provide a high level of landscaping treatment and pedestrian pathways and it is encouraged that the grading and landscaping materials for surface parking lots be designed as part of the site's stormwater management system.
- d) The rooftop of low-rise buildings should include landscaped green space, private outdoor amenity space or environmental features such as solar panels.

Based on the policies and criteria above, the proposed Development conforms to VOP 2010, as a stacked townhouse unit is a permitted building type and the back-to-back stacked townhouse units are consistent with a Low-Rise Building type and the Development meets the development criteria in the “Low-Rise Mixed-Use” designation. The proposed 4-storey building height and the density of 1.5 FSI, conforms with the maximum permitted height and density identified for the Subject Lands by VOP 2010.

Amendments to Zoning By-law 1-88 are required to permit the Development

The Subject Lands are zoned “A Agricultural Zone” by Zoning By-law 1-88, which does not permit the proposed stacked townhouse and back-to-back stacked townhouse development. A Zoning By-law Amendment is required to rezone the Subject Lands to RM2 Multiple Residential Zone, in the manner shown on Attachment #3, and to permit the following site-specific zoning exceptions:

Table 1

	Zoning By-law 1-88 Standards	RM2 Multiple Residential Zone Requirements	Proposed Exceptions to the RM2 Multiple Residential Zone Requirements
a.	Minimum Lot Area (Per Unit)	230 m ²	69.3 m ²
b.	Maximum Building Height	11 m	15 m
c.	Minimum Parking Space Length	6 m	5.8 m
d.	Permitted Yard Encroachments for Front and Rear Yards	Covered porches and exterior stairways are subject to the same setback requirements as the main building.	To permit covered porches and exterior stairways exceeding one-half storey in height (more than 6 risers) to encroach 2.5 m into the required front, rear, interior and exterior side yard setbacks, and the required landscape strip width.
e.	Definition of a “Driveway”	Means a vehicular accessway providing access from a public highway to a building or property, a loading space, a parking area or a garage.	Means a vehicular accessway providing access from a public highway to the Subject Lands through adjacent lands.
f.	Location of a Proposed Entrance/Exit to a Parking Lot or Parking Area and Access to the Subject Lands (from Islington Avenue)	To be located on the lot upon which the development is proposed.	To permit access to the Subject Lands from a driveway located on the abutting commercial property.
g.	Shared Driveway Access	Not permitted	To permit the owner, occupant or other persons entering upon or making use of the Subject Lands to share

	Zoning By-law 1-88 Standards	RM2 Multiple Residential Zone Requirements	Proposed Exceptions to the RM2 Multiple Residential Zone Requirements
			the driveway access located on the abutting commercial property.
h.	Maximum Width of a Joint Ingress and Egress Driveway	7.5 m	8.7 m
i.	Minimum Width of a Landscape Strip Along a Lot Line Abutting a Street (Islington Avenue)	6 m	4.5 m
j.	Minimum Width of Landscaping Around the Periphery of an Outdoor Parking Area	3 m	0 m
k.	Minimum Amenity Area	$4,235 \text{ m}^2$ (55 m ² x 77 two-bedroom units) + $2,430 \text{ m}^2$ (90 m ² x 27 three-bedroom units) = 6,665 m ²	$3,909 \text{ m}^2$ (50.76 m ² x 77 two-bedroom units) + $1,540 \text{ m}^2$ (57 m ² x 27 three-bedroom units) = 5,449 m ²
l.	Permitted Uses in 4 th Storey (Terrace)	Uses permitted in the RM2 Multiple Residential Zone.	Permit only mechanical rooms, amenity space, and access stairs.
m.	Permitted Uses Below-Grade	A dwelling unit is not a permitted use.	To permit a dwelling unit partially below grade.
n.	Location of Central Air Conditioning Units	Not permitted in the front yard of a dwelling unit	To permit a screened central air conditioning unit in the front yard of the lower-level, internal units of Blocks 1, 2, and 3 only, with a maximum

	Zoning By-law 1-88 Standards	RM2 Multiple Residential Zone Requirements	Proposed Exceptions to the RM2 Multiple Residential Zone Requirements
			encroachment of 1.5 m into the required front yard

The site-specific zoning exceptions would permit a Development that is compatible with the existing and planned built form in the area

The Development Planning Department has reviewed and supports the proposed site-specific zoning exceptions for the following reasons:

Lot Area

The reduced lot area is consistent with other multi-unit developments in Vaughan and implements the density and built-form of the proposed Development, which is permitted by VOP 2010.

Building Height

The proposed townhouse designs are 4-storeys (including a 4th storey rooftop terrace) with a maximum height of 15 m, whereas the RM2 Multiple Residential Zone permits a maximum 11 m building height. The lands abutting the Subject Lands to the south are zoned RVM1(A) Residential Urban Village Multiple Dwelling Zone One - Street Townhouse, which permits a maximum building height of 11 m (i.e. 2 to 3-storeys). There is a laneway that separates the Subject Lands from the lands to the west, and a commercial site to the north. VOP 2010 permits maximum building height of 4-storeys on the Subject Lands, and as such, the proposed building height conforms to VOP 2010.

Parking Space Length

The reduction of the parking space length by 0.2 m allows for additional parking spaces to be accommodated on the Subject Lands. The Transportation Planning Section of the DE Department has no concern with the reduction in the length of the parking spaces, and as such, the Development Planning Department can support the requested amendment.

Encroachments and Landscape Strip Widths

The back-to-back stacked townhouses require exterior stairs to provide access to the main entrances of the upper-level dwellings units from grade, that may exceed one-half storey in height.

The reduced landscape strip width is only being requested along the Islington Avenue frontage and is equal to the front yard setback, which meets the requirement of Zoning By-law 1-88.

The proposed parallel parking spaces are located along the curb of the common element road and therefore, the Development Planning Department can support the elimination of the landscaping around the periphery of the outdoor parking area.

Location, Width and Definition of a Driveway

Amendments to Zoning By-law 1-88 are required in order to facilitate a shared vehicular access with the commercial property to the north, as driveways are required to be located on the lot upon which a development is proposed. The proposed shared driveway will eliminate the need for an additional vehicular access on Islington Avenue from the Subject Lands, and a vehicular access to the existing residential street south of the Subject Lands.

The additional 1.2 m in width for the joint ingress and egress driveway access on the Subject Lands is considered minor in nature and can be supported.

Amenity Area and Permitted Uses in 4th Storey (Terrace)

The reduced amenity area is consistent with other multi-unit developments in Vaughan, and provides amenity space for the residents, in various areas throughout the site, including the 4th storey rooftop terrace of each block, the central outdoor community amenity space, and the private rear yards and balconies of the units in Block 4. The uses permitted in the 4th storey (terrace) of each block are limited to mechanical rooms, amenity space, and access stairs to ensure that the space required to provide sufficient amenity space is not used to accommodate additional residential units or other uses.

Dwelling Units Below Grade

The proposed Development is comprised of two stacked 2-level townhouse units. A portion of the lower level (i.e. basement) of the ground related 2-level units is part of the livable space of the dwelling unit, however, windows are being provided above grade to provide light and air circulation. Similar amendments to Zoning By-law 1-88 have been made to accommodate other stacked residential dwelling uses in the City.

In consideration of the above, the Development Planning Department is satisfied that the proposed amendments to Zoning By-law 1-88 will facilitate a development that maintains the intent of the Official Plan and permit a residential development that is compatible with the existing and planned land uses in the surrounding area.

Central Air Conditioning Units

Air conditioning units are not permitted in the front yard by Zoning By-law 1-88. However, the lower-level internal units located in Blocks 1, 2 and 3, are not able to accommodate central air conditioning units in the side or rear yard, or rooftop mechanical room in accordance with the requirements of Zoning By-law 1-88. As such, an amendment to Zoning By-law 1-88 is required to permit central air conditioning units in the front yard. However, Development Planning Department staff will require that the

air conditioning units are appropriately screened by a low wall and/or integrated into the design of the building (i.e. no landscaping).

The Development Planning Department is satisfied with the proposed site plan and building elevations, subject to the conditions in this report

Site Layout

The proposed site plan and building elevations are shown on Attachments #3 to #5. The site plan includes three 4-storey back-to-back stacked townhouse (i.e. low-rise building) blocks (Blocks 1 to 3) and one 4-storey stacked townhouse block (Block 4), ranging from 8 to 16 two-storey units per block, for a total of 104 residential units. The 4th storey rooftop terrace of each block accommodates an outdoor amenity space, mechanical room, and access stairs. Each residential unit is comprised of two levels.

A total of 183 parking spaces, comprised of 157 resident parking spaces and 26 visitor parking spaces, including 7 accessible parking spaces, are proposed. Three parallel surface parking spaces for visitors are provided adjacent to Block 1, as shown on Attachment #3. The remaining resident and visitor parking spaces are accommodated in the underground parking garage.

Vehicular access to and from the Subject Lands is proposed from a driveway located on the lands to the north, municipally known as 9600 Islington Avenue, that is currently developed with a commercial plaza. A shared mutual access will be created between the two properties, and vehicles would enter/exit from the existing plaza driveway on Islington Avenue to the newly created access between the Subject Lands and the lands to the north.

The driveway access between the Subject Lands and the lands to the north will be reconfigured in accordance with comments received from the Development Planning Department, Urban Design and Cultural Heritage Division, to slightly reduce the width, in order to provide for additional landscaping to enhance the entrance to the proposed Development.

The two vehicular access points along the south side of the Subject Lands are provided for emergency vehicles only, and will be blocked by bollards, removable only by fire and rescue staff in the event of an emergency and only if the Islington Avenue access is blocked for any reason. Therefore, there will be no added vehicular traffic from the Subject Lands into the existing community.

The Development is served by the internal pedestrian and bicycle pathways, which provides multiple connection points to existing and proposed public sidewalks. A public sidewalk is proposed to be located in the municipal right-of-way along the entire length of the south property line of the Subject Lands, abutting Laneway V36, and will connect

to the existing sidewalk on Islington Avenue. Individual pedestrian connections also will be provided to the proposed sidewalk along Laneway V36 and the existing sidewalk on Islington Avenue, from each of the units fronting each of these streets.

Building Elevations

The typical building elevations for the proposed Development are shown on Attachment #5. Each block is proposed to be constructed with brick, stone, and metal panels, with wood accents, with a variation of neutral colours, and include a linear flat roof design, and a combination of private and common amenity spaces in the form of balconies, rooftop terraces, and rear yards.

A contemporary horizontal wood screen will be installed around the enclosed outdoor waste bin staging area. The same contemporary horizontal wood screen will be used in combination with metal and glass guard railings around the perimeter of the terraces on located the 4th storey of each block, and around the garbage chute and exit stair enclosure in Block 2. The design of the exit stair structure to the underground parking garage, located between Blocks 3 and 4 will also complement the materials being used on the proposed buildings.

The Development Planning Department, Urban Design and Cultural Heritage Division is satisfied that the Development is consistent with the Woodbridge Expansion Area: Sonoma Heights Architectural Control Guidelines.

Landscape Plan

The Development will be fully landscaped with a variety of deciduous trees and a combination of deciduous and coniferous shrubs, together with ornamental perennials and grasses. Benches and concrete planters containing trees and ornamental perennials and grasses will also be installed in the central outdoor community amenity area. A 2 m acoustic fence will also be installed along the west and north property lines.

Year-round landscaped screening should be provided around the proposed pad mount transformer to the satisfaction of the Development Planning Department, Urban Design and Cultural Heritage Division, once its location on the Subject Lands is confirmed.

The Development Planning Department, Urban Design and Cultural Heritage Division, will continue to work with the Owner to finalize the site plan, building elevations, and landscape plan to the satisfaction of the Development Planning Department, Urban Design and Cultural Heritage Division. A condition to this effect is included in the Recommendations of this report.

The Development Engineering (“DE”) Department supports the proposed Development, subject to the conditions in this report

The DE Department has no objection to the approval of the Applications, subject to the following comments:

a) Water Servicing

An existing 50mm diameter water service connection stub connected to a 150mm diameter watermain on the south side of Laneway V36 is proposed to provide water servicing to the Subject Lands in anticipation of future development. The existing water service is proposed to be decommissioned and a new water service connection is proposed to be installed east of the existing water service and connected to the watermain on Laneway V36. A hydrant flow test was conducted in the vicinity of the site and flow calculations completed to confirm that the available pressure and flow in the surrounding municipal watermain can adequately meet the expected water demand of the Development. The configuration of the proposed watermain connection complies with the City Standards and the DE Department is satisfied that the Development can be adequately supplied with water service. The water meter will be owned by the City and shall be purchased from the City’s Environmental Services Department by the Owner.

b) Sanitary Servicing

Sanitary servicing is provided for the Subject Lands via an existing plugged 200mm diameter sanitary service connection branching from the existing sanitary sewer manhole located on Laneway V36 in anticipation of future development. The DE Department is satisfied that the Development can be adequately accommodated with sanitary service, subject to the conditions and comments to be addressed by the Owner to the satisfaction of the City.

c) Allocation of Sewage and Water Capacity

On February 21, 2018, the City’s latest annual servicing capacity allocation strategy report was endorsed by Vaughan City Council. It confirmed servicing capacity is available to support continued urban growth throughout the City over the next three years. Therefore, servicing capacity for the Development is available and unrestricted. Accordingly, staff are recommending that Vaughan Council adopt the following resolution for the allocation of water and sewage servicing capacity:

“IT IS HEREBY RESOLVED THAT Site Development File DA.17.023 (Landmart Realty Corp.) be allocated servicing capacity from the York Sewage Servicing/Water Supply System for a total of 104 residential units (318 persons equivalent).”

d) Stormwater Management and Site Drainage

Stormwater servicing is provided for the Subject Lands from an existing plugged storm service connection branching from the existing storm sewer manhole located on Laneway V36 in anticipation of future development. The existing stormwater management ("SWM") pond located south of the Development and northwest of the intersection of Rutherford Road and Islington Avenue was designed and constructed to provide quality and erosion control for the Subject Lands. The DE Department is generally satisfied that the stormwater outflow from the Development can be adequately serviced and accommodated by the storm sewers and SWM pond identified, subject to the conditions and comments to be addressed by the Owner, to the satisfaction of the City.

e) Transportation

The Transportation Planning Section of the DE Department has provided the following comments:

This segment of Islington Avenue is under the jurisdiction of York Region. Road widening and access comments have been provided by York Region as discussed in the report.

A TDM Letter was submitted in support of the Applications to the satisfaction of the Transportation Planning Section.

A minimum 6 m driveway width is required to achieve a fire route and to permit two-way vehicular traffic movements. The Owner has demonstrated that this requirement can be accommodated and will update the Site Plan drawing to the satisfaction of the Transportation Planning Section.

The proposed stop sign and stop bar at the access to the Subject Lands is also required to be relocated slightly south of the textured pedestrian crosswalk.

Transportation Planning staff is satisfied with the proposed retractable bollards at the emergency exits on Laneway V36, however, recommends that the spacing between the bollards (currently 3 m) be reduced to 2 m or less to restrict motor vehicle entry.

Additional parking prohibition signage is recommended for Laneway V36, and these signs should be added to the pavement marking and signage plan.

f) Environmental

The Environmental Engineering Section of the DE Department has reviewed and is satisfied with the Site Screening Questionnaire and Environmental Certification submitted with the Applications, and have no further concerns.

g) Environmental Noise/Vibration Impact

A Noise Impact Study Report was submitted with the Applications to address potential noise sources and their impacts on the Development. The DE

Department has reviewed the Noise Impact Study Report and provides the following comments in accordance with the report recommendations:

- i) The Owner shall satisfy all requirements with respect to noise attenuation and ensure all recommendations are implemented in accordance with the Noise Impact Study Report within the Engineering Drawings, where applicable:
 - a. The Noise Impact Study shall identify the location and type of noise wall being proposed;
 - b. A minimum 1.07 m high solid parapet is required for the rooftop terraces of the townhouse block (Block 1) adjacent to Islington Avenue;
 - c. Due to the driveway for the loading area located on the abutting commercial property to the north and west of the Subject Lands, which are used by maneuvering delivery trucks, an acoustic wall 2 m to 2.5 m in height is recommended to reduce sounds at ground level on the Subject Lands;
 - d. Central air conditioning systems will be required for the townhouse block (Block 1) adjacent to Islington Avenue and adjacent to the commercial block and laneways at the north and west (Blocks 3 and 4); and
 - e. The majority of the exterior wall of the townhouse blocks are proposed to include brick with some minor accents. This construction is suitable. After a review of the floor plans and building elevations, a Sound Transmission Class (“STC”) 30 rated glazing construction will provide sufficient acoustical insulation for the bedrooms/living/dining rooms facing Islington Avenue and any glazing construction meeting the minimum requirements of the Ontario Building Code will provide sufficient acoustical insulation for the remaining dwellings in the Development.
- ii) The report recommends the following Noise Warning Clauses be included in the Site Plan Agreement registered on title, and as part of the relevant legal documents including Offers of Purchase, Sale or Lease agreements and the future Condominium Agreement and Declaration, to inform future owners and occupants about noise from the roadways and the presence of the existing commercial plaza to the north and laneway to the west:
 - a) “Purchasers/tenants are advised that despite the inclusion of noise control features in this development area and within the building units, noise levels from increasing road traffic will continue to be of concern, occasionally interfering with some activities of the dwelling

occupants should the noise level exceed the Municipality's and the Ministry of the Environment and Climate Change noise criteria."

- b) "This dwelling unit has been fitted with a forced air ventilation system and the ducting, etc. was sized to accommodate central air conditioning. This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the Municipality's and the Ministry of the Environment's noise criteria. (Note: The location and installation of the outdoor air condition device should be done so as to minimize the noise impacts of air conditioners of 38,900 British Thermal Units ("BTU") per hour or less should have a maximum sound power emission rating of 7.6 bels as per Air Conditioning and Refrigeration Institute ("ARI") Standard 270)."
- c) "Purchasers/tenants are advised that due to the proximity of the adjacent commercial plaza, including the loading area sound levels from these facilities may at times be audible."

The DE Department has no objections to the Development and will continue to work with the Owner to finalize all plans and reports, prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

The Fire and Rescue Service Department has no objection to the Development

The Fire and Rescue Service Department has reviewed the Applications and requires a minimum driveway distance of 6 m be provided from the outer edge of the parallel parking spaces to the loading space in order to achieve the minimum required fire route width. The Owner has demonstrated that this requirement can be accommodated and will update the Site Plan drawing to the satisfaction of the Fire and Rescue Service Department. A condition to this effect is included in the Recommendations of this report.

The Environmental Services Department, Solid Waste Management Division, has no objection to the Development, subject to conditions

The Environmental Services Department, Solid Waste Management Division has reviewed the Development, and has no objection to the proposed waste collection for the Development, subject to providing a turning stub width of not less than 4.5 m wide. A letter from a certified Engineer is required stating that the supported structure on the Subject Lands can support a fully loaded collection vehicle weighing 35,000 kgs, and the drawings submitted for approval must be signed and stamped by a Professional Engineer or Architect registered in Ontario.

The final waste management plan and waste collection design standards submission must be approved to the satisfaction of the Vaughan Environmental Services Department, Solid Waste Management Division.

A condition to this effect is included in the Recommendations of this report.

The Environmental Services Department, Solid Waste Management Division also advises that the Development may be eligible for municipal waste collection beginning in 2019, and advises that upon a successfully completed Application, site inspection and executed registration of an Agreement with the Vaughan Environmental Services Department, Solid Waste Management Division, as determined by the City, the Condominium Corporation may be eligible for municipal waste collection services. Should the Condominium Corporation be deemed ineligible by the City or choose not to enter into an Agreement with the City for municipal collection service, all waste collection services shall be privately administered and shall be the responsibility of the Condominium Corporation.

Cash-in-lieu of the dedication of parkland is required for the Development

The Office of the City Solicitor, Real Estate Department, has requested that following condition be included in the Site Plan Agreement:

“The Owner shall pay to the City of Vaughan by way of certified cheque, cash-in-lieu of the dedication of parkland equivalent to 5% or 1 ha per 300 units of the value of the Subject Lands, prior to the issuance of a Building Permit, in accordance with the *Planning Act* and the City's Cash-In-Lieu of Parkland Policy. The Owner shall submit an appraisal of the Subject Lands, in accordance with Section 42 of the *Planning Act*, prepared by an accredited appraiser for approval by the Office of the City Solicitor, Real Estate Department, and the approved appraisal shall form the basis of the cash-in-lieu payment.”

A condition to this effect is included in the Recommendations of this report.

Development charges are applicable to the Development

The Financial Planning and Development Finance Department has provided the following condition of approval, to be included in the Site Plan Agreement:

“Prior to the issuance of a Building Permit, The Owner shall pay to the City the applicable Development Charges in accordance with the Development Charges By-laws of the City of Vaughan, York Region, York Region District School Board and the York Catholic District School Board.”

A condition to this effect is included in the Recommendations of this report.

The Parks Development Department has no objection to the Development

The Parks Development Department have reviewed the Development and are satisfied with the Community Services and Facility Study submitted with the Applications, dated March 2017, and therefore have no comments.

The School Boards have no objection to the Development

The York Region District School Board and York District Catholic School Board have reviewed the Development and advised that they have no objection to or any conditions of approval.

Canada Post has no objection to the Development

Canada Post has no objection to the Development, subject to the Owner installing mail box facilities and equipment to the satisfaction of Canada Post.

Bell Canada has no objection to the Development

The Owner is required to confirm that sufficient wire-line communications and telecommunications infrastructure is available within the Development. In the event that such infrastructure is not available, the Owner is advised that the Owner may be required to pay for the connection to and/or extension of the existing communication and telecommunication infrastructure. Bell Canada has also provided the following condition for approval, to be included in the Site Plan Agreement:

“The Owner shall grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.”

A condition to this effect is included in the Recommendations of this report.

The Development is subject to the Woodbridge Expansion Area Cost Sharing Agreement (“CSA”)

The Development is subject to the Woodbridge Expansion Area CSA. The Owner shall contact the Woodbridge Expansion Area CSA Trustee, and obtain a clearance letter for the Development, prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

A Draft Plan of Condominium (Standard) Application is required to establish the condominium ownership tenure for this Development, should the Applications be approved

Should the Applications be approved, a Draft Plan of Condominium (Standard) Application will be required to establish the condominium tenure for the Development. The Application will be reviewed for consistency with the final site plan, and the appropriate conditions respecting the condominium tenure will be identified in a future technical report.

Financial Impact

There are no requirements for new funding associated with this report.

Broader Regional Impacts/Considerations

The York Region Community Planning and Development Services Department has advised they have no objection to the Development, subject to the following comments:

- a) The Owner shall convey sufficient property to provide a 10 m by 10 m daylighting triangle at the southwest corner of the intersection of Islington Avenue and the existing abutting access to the north of this Development;
- b) The Owner is advised that the underground parking structure may not encroach in the 10m by 10m daylight triangle to be conveyed to York Region;
- c) The curb and gutter shall be reinstated across the existing driveway access to the Subject Lands on Islington Avenue, to Ontario Provincial Standard Drawing (“OPSD”) standard 600.040;
- d) The Owner shall confirm the material used for the sidewalk connections within the Islington Avenue right-of-way;
- e) The Owner shall provide a Traffic Management Plan for the proposed work within the Islington Avenue right-of-way; and
- f) The Owner shall provide a cost estimate for all works proposed within the Islington Avenue right-of-way.

Lands required for a road widening to achieve the 36 m right-of way width for this segment of Islington Avenue has already been conveyed to York Region, therefore no additional lands are being requested at this time.

The Owner is required to address all York Region requirements prior to the execution of the Site Plan Agreement. A condition to this effect is included in the Recommendations of this report.

Conclusion

The Development Planning Department has reviewed Zoning By-law Amendment File

Z.17.011 and Site Development File DA.17.023 in consideration of the policies of the *Provincial Policy Statement*, the Growth Plan, the York Region and Vaughan Official Plans, and the requirements of Zoning By-law 1-88, comments from area residents, City Departments and external public agencies, and the surrounding area context. The Development Planning Department is satisfied that the proposed Development as shown on Attachments #3 to #5, is consistent with the *Provincial Policy Statement* and conforms to the policies in the Growth Plan as outlined in this report. The Development conforms with YROP and VOP 2010 policies and is compatible with the existing and planned uses in the surrounding area.

On this basis, the Development Planning Department can support the approval of the Zoning By-law Amendment and Site Development applications, subject to the conditions and recommendations in this report.

For more information, please contact: Letizia D'Addario, Planner, Development Planning Department, at extension 8213.

Attachments

1. Context Location Map
2. Location Map
3. Proposed Site Plan and Zoning
4. Landscape Plan
5. Typical Elevations (Block 1)

Prepared by

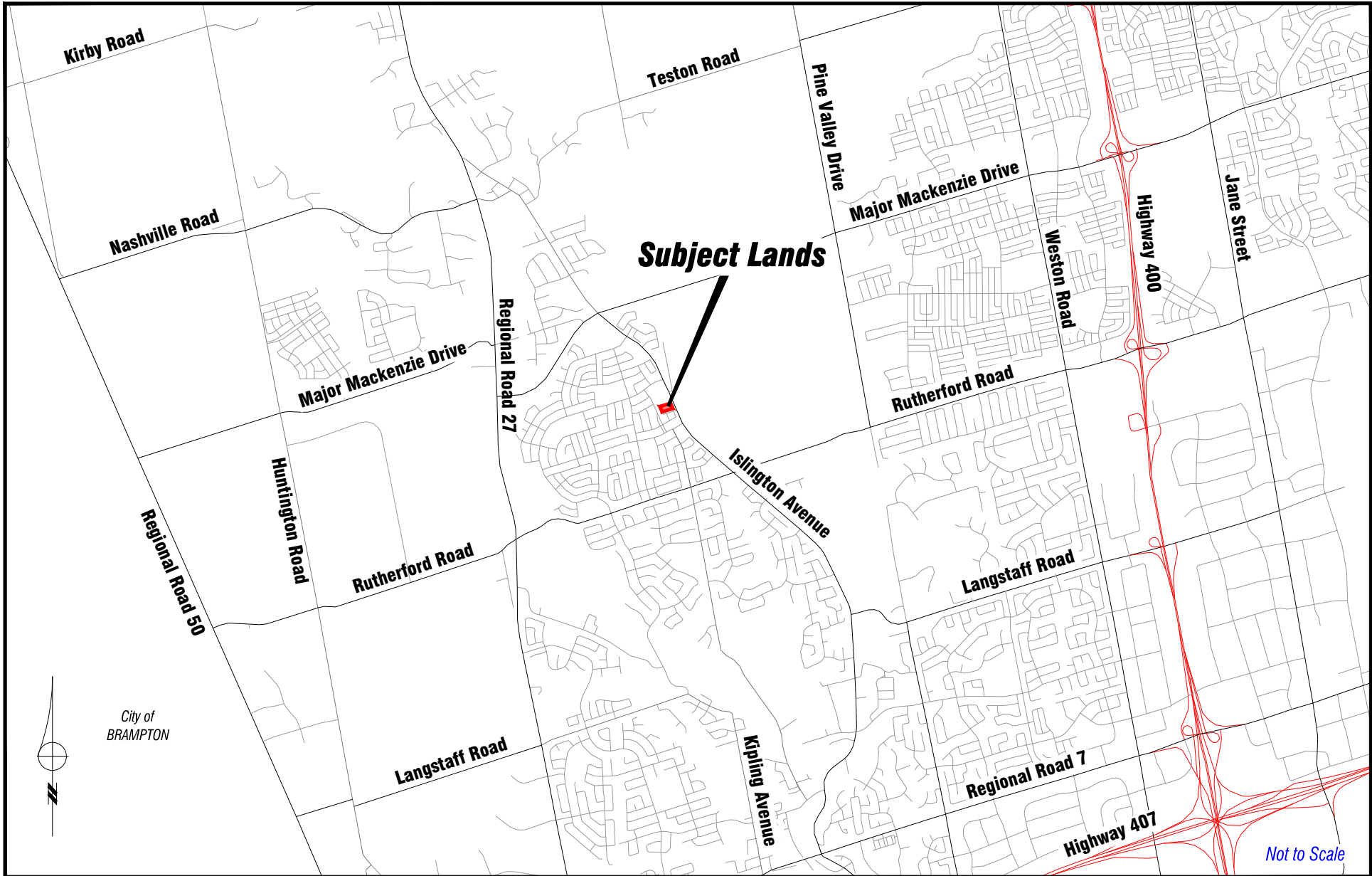
Letizia D'Addario, Planner, ext. 8213

Clement Messere, Senior Planner, ext. 8409

Carmela Marrelli, Interim Senior Manager of Development Planning, ext. 8791

Mauro Peverini, Director of Development Planning, ext. 8407

/CM



Context Location Map

LOCATION:
Part of Lot 18, Concession 8

APPLICANT:
Landmart Realty Corp.

N:\GIS_Archive\Attachments\Z\z.17.011.dwg

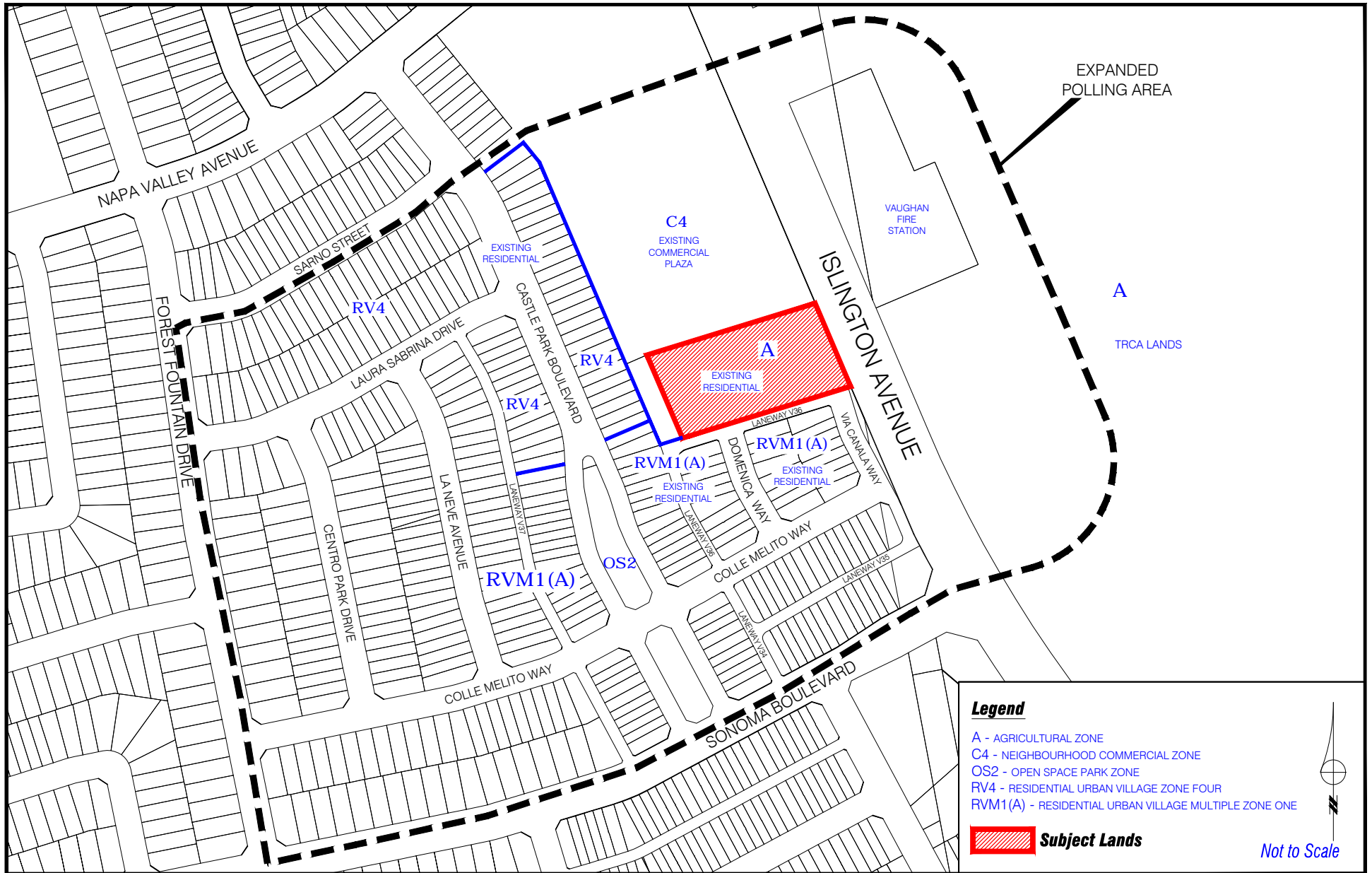


Attachment

FILES: Z.17.011 &
DA.17.023

DATE:
June 5, 2018

1



Location Map

LOCATION:
Part of Lot 18, Concession 8

APPLICANT:
Landmart Realty Corp.

N:\GIS_Archive\Attachments\Z\z.17.011.dwg

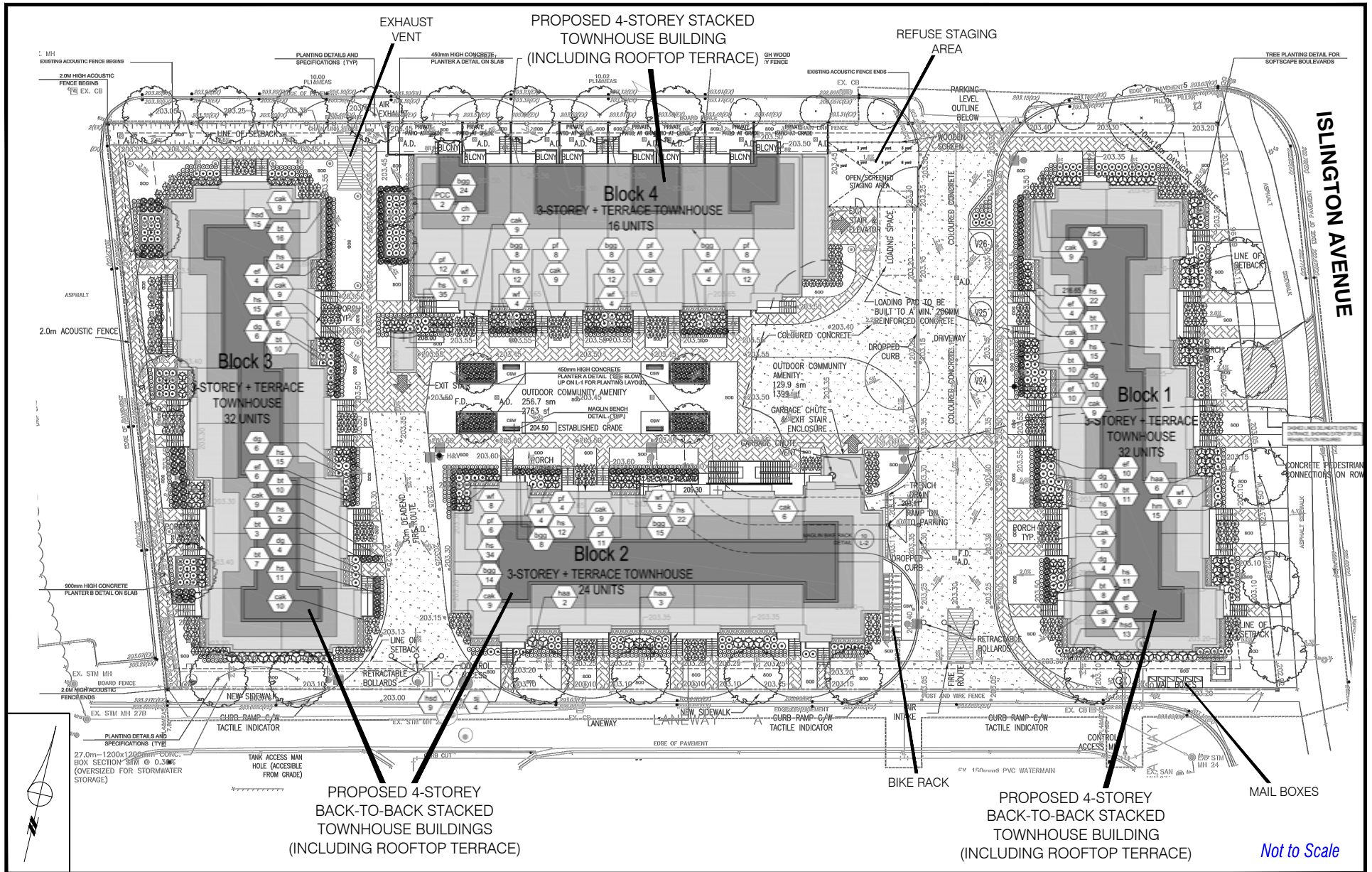


Attachment

FILES: Z.17.011 &
DA.17.023

DATE:
June 5, 2018

2



Landscape Plan

LOCATION:
Part of Lot 18, Concession 8

APPLICANT:
Landmart Realty Corp.

N:\GIS_Archive\Attachments\Z\z.17.011.dwg



Attachment

FILE(S):
Z.17.011, DA.17.023

DATE:
June 5, 2018

4



Typical Elevations (Block 1)

LOCATION:
Part of Lot 18, Concession 8

APPLICANT:
Landmart Realty Corp.

N:\GIS_Archive\Attachments\DA\da.17.023_z.17.011.dwg



Attachment

FILE(S):
Z.17.011, DA.17.023

DATE:
June 5, 2018

5