
CITY OF KELOWNA

MEMORANDUM

Date: May 4, 2001
File No.: DP01-10, 004

To: City Manager

From: Planning & Development Services Department

Subject:

APPLICATION NO. DP01-10,004 OWNER: SUMMERFIELD LANDS LTD.

AT: 1390 RIDGEWAY DRIVE APPLICANT: WATER STREET
ARCHITECTURE

PURPOSE: TO CONSTRUCT 32 STACKED ROW HOUSES

EXISTING ZONE: RM4 – TRANSITIONAL LOW DENSITY HOUSING

REPORT PREPARED BY: KIRSTEN G. BEHLER

1.0 RECOMMENDATIONS

THAT Council authorize the issuance of Development Permit No. DP01-10,004; Water Street Architecture (Doug Lane), Lot 4, Section 20 & 29, Township 26, ODYD, Plan KAP60338, located on Ridgeway Drive, Kelowna, B.C, subject to the following:

1. The dimensions and siting of the building to be constructed on the land be in general accordance with Schedule "A";
2. The exterior design and finish of the building to be constructed on the land be in general accordance with Schedule "B";
3. Landscaping to be provided on the land be in general accordance with Schedule "C";
4. The applicant be required to post with the City a Landscape Performance Security deposit in the form of a "Letter of Credit" in the amount of 125% of the estimated value of the landscaping, as determined by a professional landscaper;

AND THAT the applicant be required to complete the above-noted conditions within 180 days of Council approval of the development permit application in order for the permit to be issued;

AND THAT Council consider DVP01-10,011 concurrently, as described in the separate report from Planning & Development Services, dated April 2, 2001.

2.0 SUMMARY

The applicant proposes to construct 32 stacked row houses in two buildings. Each building contains 16 two-storey units, eight on the lower and first floors, and eight located on the second and third floors. Twenty carports will be located at the rear of the site.

3.0 ADVISORY PLANNING COMMISSION

The application was reviewed by the Advisory Planning Commission at the meeting of March 20, 2001, and the following recommendation was passed:

THAT the Advisory Planning Commission supports Development Permit Application No. DP01-10,004 by Water Street Architecture (Doug Lane) to construct 32 stacked row houses;

AND THAT the Advisory Planning Commission supports the Development Variance Application No. DVP01-10,011 by Water Street Architecture (Doug Lane) to vary the height of the building at the rear from the maximum three storey limit to four storeys, to vary the front, rear and side yard setbacks, and to vary the amount of usable private open space.

4.0 BACKGROUND

4.1 The Proposal

The subject site is located in South Glenmore, at the corner of Dilworth Crescent and Ridgeway Drive. The southern corner of the irregularly shaped site is located at Bernard Avenue.

The proposed development is part of the Summerfield Green project. To date, a total of 35 single family dwellings have been constructed on bare land strata lots north and west of Ridgeway Drive. The remaining lots in the Summerfield Green development are intended for Four-Plex housing (Lot 3, at the north end of Dilworth Crescent), and Medium Density Multiple Housing (on Lot 5 and 6, west of the subject property).

The 32 proposed stacked row houses would be located in two buildings, each containing 16 units. Eight units are located at the lower floor and the main floor, with the other eight units located above. Each unit has two storeys and its own access to outside, located at the front of the buildings. The lower units are one bedroom units, while the upper units have two bedrooms and a loft. Each of the one bedroom units has a garage, located at the rear of the lower floor with direct access from the dwelling unit. The main access to the lower units is from the front at Dilworth Crescent, where a set of stairs leads from the ground level to the lower level. The bedroom, kitchen, bath and living room are located on the main floor, with a storage room and the garage located at the lower level.

The two bedroom units also have access from the Dilworth Crescent frontage, where a staircase leads to the entrance on the second floor. The layout of the main floor is similar to those of the one-bedroom units and includes a living/dining area, a kitchen, a bath and one bedroom. The master bedroom with walk-in closet and en-suite bath is located at the top floor, together with a loft.

Parking for the two bedroom units is provided in garages and open parking stalls at the rear of the site. 20 parking spots, four of which are configured in tandem, are located in two garage

structures. Ten additional open parking spaces are located between the two garage structures and the two buildings.

The buildings are two and a half storeys high at the Dilworth Crescent frontage. Due to the slope of the site and the configuration of the stacked units, the rear of the buildings is four storeys high. The applicant has applied to vary the maximum height allowed per City of Kelowna Zoning Bylaw No. 8000 from three storeys to four storeys under DVP01-10,011. The applicant further wishes to vary the minimum front, west side and rear setbacks under the same DVP. These variances are required due to the long, narrow shape of the lot. The applicant further wishes to vary the amount of useable private open space from the required 640m² to 566m². The applicants feel the close proximity to the Parkinson Sportsfield and Recreation Centre compensates for the lower amount of private open space on the subject site.

The proposed buildings show architectural detailing and finishes that are consistent with the existing Summerfield Green development. The massing of the building is effectively broken up with bay windows at the front and back of the buildings, as well as with recessed entrances on the Dilworth Crescent elevation. The upper units have small recessed balconies that furthermore break up the buildings. The roof structures consist of large hipped roofs and several smaller hipped roofs, located above the main roofs. Each of the smaller hipped roofs includes two dormers at the front and the rear elevation respectively, and additional dormers are located at each corner of the main roofs and at the north and south elevations. The main finishing material used for the buildings will be grey-coloured horizontal vinyl siding. The fascia and trim will be wrapped with white-coloured metal. Stone veneer at the base of the columns on the front elevation adds variety to the texture of the building. The roof and dormers will be finished with laminated shingles in dark brown/grey, creating an effect of "weathered wood". Further, beige-coloured vinyl shingles will be used to finish the gables of the dormers. The carports will be finished with colours and materials consistent with those used on the buildings.

The remainder of the site will be used for landscaping and parking aisles. The proposed landscape buffers at the west side are mainly covered in turf or used for walkways behind the garages. An open space area will be located at the southern corner of the site. This area will be landscaped with turf and trees. The corner will be buffered from the roads with a 1.50m high fence and a cedar hedge. The Dilworth Crescent frontage of the site will include a row of street trees between the property line and the existing sidewalk. The areas between the staircases leading to the upper units will be landscaped with shrubs and turf. Shrubs and smaller trees will also be used between the two buildings and at the Ridgeway frontage.

The application meets the requirements of the RM4 – Transitional Low Density Housing zone as follows:

CRITERIA	PROPOSAL	RM4 ZONE REQUIREMENTS
Lot Area (m ²)	3489.8m ²	900m ²
Lot Width	26.3m	30.0m
Lot Depth	97m	30.0m
Site Coverage (%)		
- Buildings and carports	37%	50%
- with driveways and parking areas	60%	60%
Total Floor Area (m ²)	2521m ²	N/A
F.A.R.	0.7224	0.65 with 0.0727 for underground parking: 0.7227

Storeys (#)	2.5 storeys at front (6.7m) 4 storeys at rear (11.3)②	13.0m or 3 storeys
Setbacks (m)		
- Front	4.57m③	6.0m
- Rear	4.57m③ 1.52m carports	9.0m 1.5m for accessory buildings
- West Side	1.52m③	2.3m
- East Side	4.57m	4.5m
Landscape Buffers		
- Front	4.57m	3.0m, Level 2
- Rear	1.52 – 12.6m④	3.0m, Level 3: vegetative buffer or opaque barrier 1.5m for parking
- West Side	1.5m	3.0m, Level 3: vegetative buffer or opaque barrier 1.5m for parking
- East Side	4.57m	3.0m, Level 3
Private open space	566m"⑤	640m"
Bicycle Parking	16 Class I spaces in garages; 6 Class II stalls (bike rack)	Class I spaces: 16 Class II spaces: 4
Parking Stalls (#)	46 stalls	44 stalls

Notes

- ① The lot was created under the former City of Kelowna Zoning Bylaw No. 4500 and is therefore a legal non-conforming lot.
- ② The applicant applied for a Development Variance Permit to vary the height of the building at the rear from maximum 3 storeys to 4 storeys (DVP01-10,011).
- ③ The applicant has applied for a Development Variance Permit to vary the front, west side and rear setbacks. The variances are required due to the unusual shape of the lot (DVP01-10,011).
- ④ Due to the irregularly shaped lot, the landscape buffer is not of equal width along the rear property line.
- ⑤ The applicant has applied to vary the amount of useable private open space from the required 640m" to 566m".

4.2 Site Context

The subject site is located in South Glenmore, at the corner of Dilworth Crescent and Ridgeway Drive. The southern corner of the irregularly shaped site is located at Bernard Avenue.

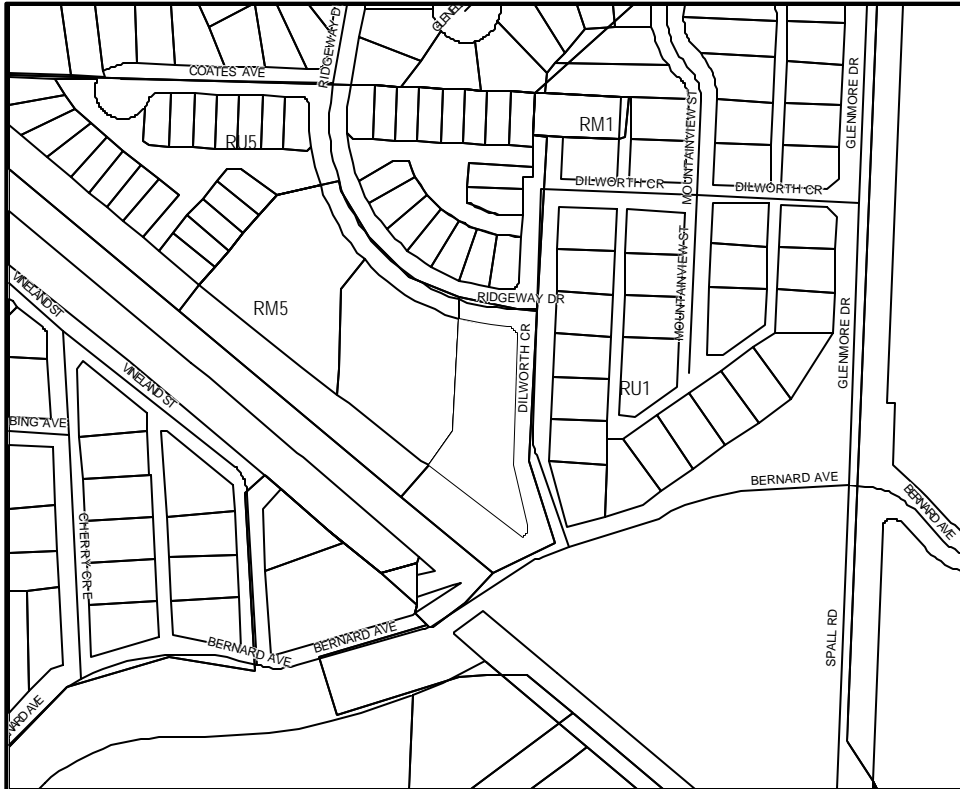
The older neighbourhood north and east of the property contains predominantly single family housing on larger lots (RU1). The two phases of Summerfield Green to the north and northwest of the site consist of single detached housing on bareland strata lots. A lot zoned for three-plex and four-plex housing (RM1) is located close to the subject property, at the north end of Dilworth Crescent. The lot to the west of the subject property is zoned RM5 – Medium Density Multiple Housing and is also part of the Summerfield Green development.

Overall, there is a gradual density increase from the Large Lot Housing zone to the north towards the multiple housing zones along the CNR right-of-way.

North - RU6 – Bareland Strata Housing – Single detached dwellings
East - RU1 – Large Lot Housing – Single detached dwellings

South - RM4 – Transitional Low Density Housing –CNR right-of-way
West - RM5 – Medium Density Multiple Housing – Vacant

Site Map



4.3 Existing Development Potential

The property is zoned RM4 – Transitional Low Density Housing. The purpose of this zone is to provide for low rise low density apartment housing with urban services as a transition between low and medium density development. The principle uses in this zone are apartment housing, row housing and stacked row housing, as well as congregate housing, major group homes, and boarding or lodging houses. Secondary uses in the RM4 zone are care centres and home based businesses.

4.4 Current Development Policy

4.4.1 Kelowna Official Community Plan

The Official Community Plan designates the future land use for this site as medium density multiple family residential. This designation includes townhouses, garden apartments, and apartment buildings, along with complementary uses. Densities are supposed to be generally consistent with the RM5 – Medium Density Multiple Housing zoning. The density proposed for this development is somewhat lower than the one for RM5, however, due to the increase in Floor Area Ratio through underground parking, the application lies in-between RM4 and RM5 densities and can thus be considered consistent with the OCP future land use designation.

The property is located in the General Multiple Family Development Permit Area and is subject to the Glenmore/Clifton/Dilworth Multiple Family Residential Development Guidelines. The proposal is consistent with most of these guidelines, including the following:

- Multiple family developments are supposed to be sensitive to and compatible with the massing and rhythm of the established streetscape. The existing streetscape is characterized by one to two storey single family housing. The proposal is compatible with this streetscape, since its height at the street frontage is only 2 ½ storeys. Furthermore, the proposal is sensitive to the existing streetscape by providing ground access to each unit and by breaking up the building with sub-roofs and dormers, thereby creating a look closer to attached single family dwellings than multiple family housing.
- New multiple family developments should be no greater than one storey higher than the adjacent developments. The proposed development is 2 ½ storeys high at the Dilworth Crescent frontage and therefore 1-½ storeys higher than the predominantly one-storey single family dwellings on the east side of Dilworth Crescent. However, due to the slope of the roof, the top floor of the proposed buildings is visually stepped back, thereby creating the impression of a two-storey building.
- The guidelines encourage underground parking for multiple family developments. The proposal partly meets this guideline by providing 16 parking spots in the lower floor of the buildings, which will not be visible from the streets.
- The number of vehicle access points to multiple family residential development from arterial or collector roads should be minimized. The proposal contains only one access point at Ridgeway Drive, and the proposal therefore meets this guideline.
- Medium density residential developments shall provide sufficient buffering from lower density residential developments. The proposed development provides a sufficient landscape buffer at the Ridgeway Drive frontage. The Dilworth Crescent frontage provides a good visual buffer by creating a look closer to attached single family dwellings than multiple family housing. In addition, landscaping in front of the units, as well as a row of street trees, provide landscape buffering.

4.4.2 City of Kelowna Strategic Plan (1992)

One of the objectives of the Strategic Plan is to develop a more compact urban form by providing higher densities. The proposed 32-unit multi family development meets this objective.

5.4.3 Glenmore/Clifton/Dilworth Sector Plan (1998)

The subject property is located in South Glenmore. The Glenmore/Clifton/Dilworth Sector Plan includes policies to ensure that new development is well-integrated into the surrounding urban patterns. The proposal is consistent with this policy by having regard for the character of the existing neighbourhood and by successfully breaking up the massing of the building. In addition, the proposal is consistent with the plan's policies on providing the main entrances on a public street frontage and on adding visual interest to the street by providing architectural detailing.

5.0 TECHNICAL COMMENTS

The proposal was circulated to various agencies, and the following relevant comments have been received:

5.1 Fire Department

Fire department access and hydrants as per the BC Building Code and City of Kelowna Subdivision By-law. A hydrant is required within 90m of the principal entrance. Engineered fire flows should determine hydrant requirements.

5.2 Works and Utilities

.1) General

- a) Construction of works and services required by this development must be built before Occupancy Permits.
- b) Drawings, reports, Statutory Rights-of-Ways if required, and fees, outlined below, must be provided before issuance of a Building Permit.
- c) Where there is a possibility of a high water table or surcharging of storm drains during major storm events, non-basement homes may be required. This must be determined by the engineer and detailed on the Lot Grading Plan required in the drainage section.

.2) Geotechnical Report

- a) Provide a comprehensive geotechnical report (3 copies), prepared by a Professional Engineer competent in the field of hydro-geotechnical engineering to address the items below. (NOTE: The City is relying on the Geotechnical Engineer's report to prevent any damage to property and/or injury to persons from occurring as a result of problems with soil slippage or soil instability related to this proposed subdivision).

The Geotechnical reports must be submitted to the Planning and Development Services Department (Planning & Development Officer) for distribution to the Works & Utilities Department and Inspection Services Division prior to submission of Engineering drawings or application for subdivision approval.

- (i) Area ground water characteristics, including any springs and overland surface drainage courses traversing the property. Identify any monitoring required.
- (ii) Site suitability for development.
- (iii) Site soil characteristics (i.e. fill areas, sulfate content, unsuitable soils such as organic material, etc.).
- (iv) Any special requirements for construction of roads, utilities and building structures.

- (v) Affects of the temporary detention/infiltration system on the future construction of the North End Connector.
- viii) Recommendations for items that should be included in a Restrictive Covenant.
- ix) Any items required in other sections of this document.
- x) Recommendations for erosion and sedimentation controls for water and wind.
- xi) Recommendations for roof drains and perimeter drains.
- xii) Recommendations for construction of detention or infiltration ponds, if applicable.
- xiii) Recommendations for location and elevations of foundations that may be impacted by future construction of the NEC.

.2) Water

- a) Provide an adequately sized water system complete with an individual lot connection.
- b) Provide meters as required by the Building Department.

.3) Sanitary Sewer

- a) Provide an adequately sized sanitary sewer system complete with individual lot connections.

.4) Drainage and Lot Grading

- a) Provide an adequately sized drainage system.
- b) Construction of offsite drainage may be required on the adjacent lot. The drainage outlet for this phase is at the bottom end of the future detention pond and therefore may require some of the detention facilities and pipes be built and connected to the Highland Drive Drainage pipe. If temporary storm water management can be achieved onsite, without affecting future construction of the North End Connector, this may be considered. Temporary onsite detention /infiltration must consider affects on the construction of the North End Connector. Verification by a Geotechnical Engineer must be provided.
- c) The asbuilt drainage drawings provided in the previous phase are incomplete for the interim disposal system. Provide complete details of existing pipes and manholes located on the adjacent lot. One existing manhole has an opening covered by a large rock – this is not acceptable. Proper safety controls, lids and outlets structures to City standards are required.
- d) Detail on the drawings how the temporary drainage facility works and confirm that the facility is adequate to handle the additional water added as result of this phase.
- e) There are some existing sanitary sewer manholes within the temporary drainage disposal area which are lower than the ground surface. Protect the manholes from potential surface water.
- f) Provide the following drawings:

- i) A detailed Lot Grading Plan (indicate on the Lot Grading Plan any areas that have greater than 1.0 m of fill);
 - ii) A detailed Stormwater Management Plan for this phase of development; and,
 - iii) An Erosion and Sediment Control Plan (can be part of Lot Grading Plan).
- g) The site grading must match the future North End Connector Grades or as an alternative retaining walls may be installed now at the ultimate depth to match the future NEC grades. Building foundations must be set at an elevation that will consider the ultimate cut along the NEC. Foundation elevations must be established by the Geotechnical Engineer.

After investigation of the original City's land acquisition for the NEC, it was determined that the future NEC cut slopes are not to be constructed on the applicant's lands and further that any retaining wall structures are the obligation of the City. However, prior to Issuance of Building Permits, the retaining wall structure should be built because of the potential impact on foundations and the subject lands in the future. If not built now, it would also cause limitations on construction of the NEC. Further discussion is needed between the applicant and the City regarding construction and timing.

.5) Roads

- a) Dilworth Crescent must be upgraded to a full urban standard class 1 collector per standard SS-R5 (12.8 carriage way) including curb and gutter, sidewalk, piped storm drainage system, fillet pavement to a 12.8m paved standard road, street lights, and adjustment and/or re-location of existing utility appurtenances if required to accommodate this construction.
- b) Grade the fronting road boulevards in accordance with the standard drawing. Cut/fill slopes must start at the property lines.
- c) On Dilworth Crescent, provide grassed boulevards complete with underground irrigation. The Landscape plan provided with the application showed trees in the Road Boulevard. The applicant is required to confirm that there will not be any conflict with existing or proposed utilities.
- d) Construction of a sidewalk on Ridgeway Drive from Coates Avenue to Little Avenue and on Little Avenue from Ridgeway to Highland Drive North may be postponed until the final phase of the overall development (Lots 5 & 6) when the higher density residential units are constructed. (Based on the phasing plan, construction of the sidewalk was to occur in this phase).
- e) A gated entrance is not permitted unless approved by the City Engineer.

.6) Power and Telecommunication Services and Street Lights

- a) All proposed distribution and service connections are to be installed underground. Existing distribution and service connections, on that portion of a road immediately adjacent to the site, are to be relocated and installed underground.
- b) Streetlights must be installed in accordance with the Bylaw.

- c) Make servicing applications to the respective Power and Telecommunication utility companies. The utility companies are required to obtain the City's approval before commencing construction.

.7) Design and Construction

- a) Design, construction supervision and inspection of all off-site civil works and site servicing must be performed by a Consulting Civil Engineer and all such work is subject to the approval of the City Engineer. Drawings must conform to City standards and requirements.
- b) Engineering drawing submissions are to be in accordance with the City's "Engineering Drawing Submission Requirements" Policy. Please note the number of sets and drawings required for submissions.
- c) Quality Control and Assurance Plans must be provided in accordance with the Subdivision, Development & Servicing Bylaw No. 7900 (refer to Part 5 and Schedule 3).
- d) A "Consulting Engineering Confirmation Letter" (City document 'C') must be completed prior to submission of any designs.
- e) Design drawings prepared by a professional engineer must be submitted to the City's Works & Utilities Department. The design drawings must first be "Issued for Construction" by the City Engineer. On examination of design drawings, it may be determined that rights-of-way are required for current or future needs.
- f) A 'Notice to Proceed' and a 'Road Usage Permit' are required prior to construction commencing on City Lands or Statutory Rights-of-way.

.8) Servicing Agreements for Works and Services

- a) A Servicing Agreement is in place for the works and services on City lands from the original zoning application including the storm pipes to Highland Drive North, the detention ponds, sidewalk on Ridgeway Drive and roadworks on Dilworth Crescent. Designs must be provided for the works to be completed at this time.
- b) Confirm cost estimates for all work including those items to be completed in future phases. Bonding values may be revised to reflect up to-date costs.
- c) Part 3, "Security for Works and Services", of the Bylaw, describes the Bonding and Insurance requirements of the Owner. The liability limit is not to be less than \$5,000,000 and the City is to be named on the insurance policy as an additional insured.

.9) Other Engineering Comments

- a) Provide all necessary Statutory Rights-of-Way for any utility corridors required.

.10) Charges and Fees

- a) Development Cost Charges (DCC's) are payable.
- b) None of the Works & Services required are items included in the DCC calculations and therefore not eligible for DCC credits.

- c) The additional cost for oversize works required by the City, which are not DCC creditable items, may be reimbursed to the owner subject to availability of funds.

5.3 Transportation Demand Management

The sidewalk going through the driveway should be continuous through the driveway, and the driveway elevation change should take place between the sidewalk and the road. The elevation of the sidewalk should not vary.

5.4 Parks Manager

- The minimum caliper for boulevard trees is 60mm. The initial plan showed 40mm calipers for the proposed boulevard trees. The applicant subsequently made changes to the landscape plan, showing the correct caliper size.
- The Parks Manager suggested a different treatment for the south side of the lot. The future North End Connector will run along the south side of the lot, and more buffering might be required. A solid row of cedars or clusters of trees are suggested for this area. In response, the applicant added 3 trees for a total of 7 trees along the south property line. A five-foot fence and dogwood shrubs will also be placed here.
- The large area of river rock behind the carport structure at the southwest corner of the site is located next to the future road right-of-way. This might encourage children to throw rocks at cars on the future North End Connector. The applicant responded to this concern by replacing the proposed river rock with turf.

5.5 BC Gas

Main extension required if gas service is requested.

5.6 Telus

Telus will provide underground facilities to this development. Developer will be required to supply and install as per Telus policy.

5.7 Shaw Cable

Owner/contractor to supply and install conduit system as per Shaw Cable drawings and specifications.

5.8 Inspections Department

Buildings are four storeys and therefore must be sprinklered.

6.0 PLANNING COMMENTS

The Planning and Development Services Department has no concerns with the proposed development. The proposal is consistent with the future land use designation of the Official Community Plan. Furthermore, it meets many of the guidelines for Multiple Family Residential developments in the Glenmore area and is consistent with the Urban Form and Design policies of the Glenmore/Clifton/Dilworth Sector Plan. The massing of the two building is effectively broken up by bay-windows, entrances and dormers, and architectural detailing at the front of the building creates a visually appealing elevation along Dilworth Crescent. The proposed height variance does not negatively affect adjacent property owners, since the four-storey portions of the buildings face the interior of the lot. The setback variances are required due to the irregular shape of the lot and also do not impact negatively on adjacent residents, since the affected lot lines are not abutting any existing residential developments. The requested variance for the amount of private open space is relatively small, and the lower amount of open space on the site is offset by the development's close proximity to public open spaces. The overall concept is also consistent with the concept presented to staff and Council when the original lands were rezoned.

Andrew Bruce
Current Planning Manager

Approved for inclusion ☐

R.L. (Ron) Mattiussi, ACP, MCIP
Director of Planning & Development Services

KGB
Attach.

FACT SHEET

- | | |
|---|---|
| 1. APPLICATION NO.: | DP01-10,004/DVP01-10,011 |
| 2. APPLICATION TYPE: | Development Permit and
Development Variance Permit |
| 3. OWNER:
· ADDRESS
· CITY
· POSTAL CODE | Summerfield Lands Ltd.
105-251 Lawrence Avenue
Kelowna, BC
V1Y 6L2 |
| 4. APPLICANT/CONTACT PERSON:
· ADDRESS
· CITY
· POSTAL CODE
· TELEPHONE/FAX NO.: | Water Street Architecture / Doug Lane
1485 Water Street
Kelowna, BC
V1Y 1J6
(250) 762-2235 / (250) 762-4584 |
| 5. APPLICATION PROGRESS:
Date of Application:
Date Application Complete:
Servicing Agreement Forwarded to Applicant:
Servicing Agreement Concluded:
Staff Report to APC:
Staff Report to Council: | March 8, 2001

N/A

N/A
March 16, 2001
May 2, 2001 |
| 6. LEGAL DESCRIPTION: | Lot 4, Sections 20 & 29, Twp. 26,
ODYD, Plan KAP60338 |
| 7. SITE LOCATION: | South east corner of Dilworth
Crescent and Ridgeway Drive |
| 8. CIVIC ADDRESS: | 1390 Ridgeway Drive |
| 9. AREA OF SUBJECT PROPERTY: | 0.349 ha |
| 10. EXISTING ZONE CATEGORY: | RM4 – Transitional Low Density
Housing |
| 11. TYPE OF DEVELOPMENT PERMIT AREA: | Mandatory Multiple Family Residential
DP |
| 13. PURPOSE OF THE APPLICATION: | To construct a 32 unit stacked
rowhouse development |
| 14. MIN. OF TRANS./HIGHWAYS FILES NO.:
NOTE: IF LANDS ARE WITHIN 800 m OF A
CONTROLLED ACCESS HIGHWAY | 2-81-19146/19147 |
| 15. DEVELOPMENT PERMIT MAP 13.2
IMPLICATIONS | |
| General Multiple Family DP | Mandatory DP |

ATTACHMENTS

(not attached to the electronic version of the report)

- Location of subject property
- Schedule A: Site Plan and Floor Plans
- Schedule B: Elevations and Finishing Materials
- Schedule C: Landscape Plan