

CITY OF KELOWNA

MEMORANDUM

Date: JULY 13, 2007

To: CITY MANAGER

From: PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

OWNER: 0763831 BC LTD.

APPLICANT: BOB GUY

TO AMEND THE EXISTING OFFICIAL COMMUNITY PLAN
FUTURE LAND USE DESIGNATION OF MULTIPLE UNIT
RESIDENTIAL-LOW DENSITY TO MULTIPLE UNIT
RESIDENTIAL-MEDIUM DENSITY;

TO REZONE THE SUBJECT PROPERTIES FROM THE EXISTING RU1 – LARGE LOT HOUSING ZONE TO THE RM4 – TRANSITIONAL LOW DENSITY HOUSING ZONE;

TO CONSTRUCT A 49 UNIT, 3 STOREY APARTMENT
HOUSING DEVELOPMENT ON THE SUBJECT PROPERTIES

EXISTING ZONE: RU1 – LARGE LOT HOUSING

PROPOSED ZONE: RM4 – TRANSITIONAL LOW DENSITY HOUSING

REPORT PREPARED BY: RYAN SMITH

1.0 RECOMMENDATION

THAT Official Community Plan Bylaw Amendment No. OCP07-0009 to amend Map 19.1 of the Kelowna Official Community Plan (2000 - 2020) Bylaw No. 7600 by changing the Future Land Use designation of Lots 1 (except Plan 39705), 2 (except plan 39705), 3 (except plan 39705), 4, 5, 6, Section 22, Township 26, ODYD Plan 3727, located on Taylor Road and Highway 33, Kelowna, B.C., from the Multiple Unit Residential – Low Density designation to the Multiple Unit Residential – Medium Density designation, as shown on Map “A” attached to the report of Planning & Development Services Department, dated July 13, 2007, **not** be considered by Council;

THAT Rezoning Application No. Z07-0026 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lots 1 (except Plan 39705), 2 (except plan 39705), 3 (except plan 39705), 4, 5, 6, Section 22, Township

26, ODYD Plan 3727, located on Hwy 33 and Taylor Road, Kelowna, B.C. from the RU1 – Large Lot Housing zone to the RM4 – Transitional Low Density Housing zone not be approved by Council;

2.0 SUMMARY

The applicant is proposing to amend the Official Community Plan future land use designation of Multiple Unit Residential – Low Density to Multiple Unit Residential – Medium Density and to rezone the subject properties from the RU1 – Large Lot Housing zone to RM4 – Transitional Low Density Housing zone for a proposed 49 unit apartment housing development. There is an associated development permit application that deals with the form and character of the proposed development.

3.0 ADVISORY PLANNING COMMISSION

3.1 Current Recommendation

At the regular meeting of April 11, 2007 it was resolved:

THAT the Advisory Planning Commission support Official Community Plan Application No. OCP07-0009 for 1315, 1325 and 1345 Highway 33 W, Lots 1, 2 and 3; 145, 155 and 165 Taylor Road, Lots 4, 5 and 6, Plan 3727, Secs. 22 and 27, Twp. 26, ODYD., by Rohit Group of Companies (R. Dauk), to amend the future land use designation from multiple unit residential – low density to multiple unit residential –medium density;

AND THAT the Advisory Planning Commission support Rezoning Application No. Z07-0026 for 1315, 1325 and 1345 Highway 33 W, Lots 1, 2 and 3; 145, 155 and 165 Taylor Road, Lots 4, 5 and 6, Plan 3727, Secs. 22 and 27, Twp. 26, ODYD., by Rohit Group of Companies (R. Dauk), to rezone from the RU1 – large lot housing zone to the RM4 – Transitional Low Density Multiple Housing zone to allow for a 49 unit multiple family residential building;

3.2 Previous Recommendation

At the regular meeting of March 14, 2006 it was resolved:

THAT the Advisory Planning Commission not support Official Community Plan Amendment No. OCP05-0019 and Rezoning Application No. Z05-0085, for 1315, 1325, 1345 Hwy 33 W & 145, 155, 165 Taylor Road, Lots 1, 2, 3, 4, 5 & 6, Plan 3727, Sec. 22, Twp. 26, ODYD, by K. Rusnak, to amend the Official Community Plan Future Land Use from Multiple Unit Residential (Low Density) to Multiple Unit Residential (Medium Density); to rezone from the RU1-Large Lot Housing zone to the RM5-Medium Density Multiple Housing zone, to allow for a 60 unit apartment house style development, as it was felt that the applicant should explore the possibility of developing in the RM4 zone which is more consistent with development in the surrounding neighborhood.

APC Noted the following issues in their discussion:

- Concerned with land use. Increase in density is not consistent with OCP.
- Discussion and concern regarding building setback variances.

- Concerned about the amount of deck area that was projecting into the side yard building setbacks.

***As a result of the Advisory Planning Commission not supporting the OCP Amendment and Rezoning application, there is no recommendation for Development Permit Application No. DP05-0236.*

4.0 HISTORY

The six properties under application were the subject of a development application in 2000 for an 80 unit seniors congregate housing development. This application was eventually withdrawn and the associated bylaws were rescinded.

The subject properties were subject to a second application, which was considered by the Advisory Planning Commission and Council in 2006. The Advisory Planning Commission's recommendations are noted above, while Council deferred consideration of the application with the request that the applicant revise the project to an RM3 density.

5.0 PROPOSAL

The subject properties are located at the corner of Highway 33 West and Taylor Road. The applicant is proposing to construct a three storey apartment building which would sit above a parkade that would be located below grade. The building would house 49 units of varying size. Access to the building's underground parkade would be via a drive-aisle and ramp on the south end of the property. A pick-up and drop-off area covered by a porte-cochere feature would also be provided on the Taylor Road frontage with access to both handicap and visitor parking stalls. The refuse bins for the development would be located along the proposed laneway.

The three storey building would have a contemporary character with the use of brick, hardi-plank and vinyl siding. The applicant has also presented a basic landscape scheme which allows for vegetative buffering along the front and flanking side yards as well as a small landscaped amenity area on the corner of Highway 33 and Taylor Road. A courtyard will also be provided with access from Taylor Road which will accommodate visitor parking on a stamped concrete surface.

The application meets the requirements of the zone as follows:

CRITERIA	PROPOSAL	RM4 ZONE REQUIREMENTS
Lot Area (m ²)	4,902 m ² ^A	900m ²
Lot Width (m)	55.29	30.0m
Lot Depth (m)	109m	30.0m
Building Site Coverage (%)	34.6%	50%
Total Site Coverage (%)	4%	60%
Total Floor Area (m ²)	8230m ²	n/a
Net Floor Area (m ²)	4,591 m ²	n/a
Total Floor Area Ratio (FAR)	0.94	0.95
		0.65 +0.1 for housing agreement 0.2 Bonus for parking below the building/amenity space

Parking Spaces	73	70
Bicycle Parking Spaces	25	25
Height	10.75m	13.0m
Storeys (#)	3	3
Setbacks (m)		
-Front (Hwy.33)	15.34m	15.0m (Provincial Hwy Setback)
-Side (West)	6.0m	4.5m
-Side (East)	5.85m	4.5m
-Rear (south)	22.07m	9.0m
Drive Aisle Width	7.62m	7.0m
Useable Private Open Space	2841m ²	1075m ²

^A The applicant has incorrectly shown 5,294 m² as the net lot area, for determining F.A.R. However, the actual net lot area should be 5,294 m² less 392 m² of dedication for the lane = 4,902 m².

6.0 SITE CONTEXT

The subject properties are located on the southeast corner of Highway 33 at Taylor Road. The site is between the Highway 97 Urban Centre and the Rutland Urban Centre and there have been several low density-multiple family developments within 200 meters of the subject property.

Adjacent zones and uses are:

- North - RM3 – Low Density Multiple Family – New Townhouse Development
- East - P2 – Education and Minor Institutional – Church of Nazarene Canada Pacific
- South - RM3 – Low Density Multiple Family – Townhouse Development
- West - RU6 – Two Dwelling Housing/RM1 – Four-plex Housing

7.0 SITE LOCATION MAP

Subject Properties: 1315 Hwy.33 W
1325 Hwy.33 W
1345 Hwy.33 W
145 Taylor Road
155 Taylor Road
165 Taylor Road

8.0 CURRENT DEVELOPMENT POLICY

8.1 Existing and Proposed Development Potential

The subject properties are currently zoned RU1 – Large Lot Housing. The purpose of the RU1 – Large Lot Housing zone is to provide for single detached housing, and compatible secondary uses, on larger serviced urban lots. The applicant is proposing to rezone the subject properties to the RM4 – Transitional Low Density Housing zone. The purpose of the RM4 - Transitional Low Density Housing zone is to provide for low rise low density apartment housing with urban services as a transition between low and medium density development.

8.2 Kelowna Official Community Plan

The subject properties are designated for multiple family residential – low density development by Map 19.1 of the Kelowna 2020 – Official Community Plan. Staff has reviewed this application, and it may move forward without affecting either the City's financial plan or waste management plan

The proposed development is not consistent with the future land use designation for the subject properties as identified in the OCP Future Land Use Map. The proposed density exceeds that prescribed in the Official Community Plan by one increment.

If the project were to proceed, and if it can be expected that adjacent land uses would continue to be lower density in nature, then the form and character of the proposed project would need to respond to the future context. As proposed, the project does not have the qualities that would allow it to complement that context. Specifically, the building's placement on the site could do more to enhance the walkability of the neighborhood which is expected to continue to be residential in character. This would happen by moving the units up to the property lines fronting the adjoining streets, particularly along Taylor Road, and by putting guest parking behind the building. Additionally, the first storey units would have ground level access and amenity space, and the building would step down in form adjacent to lower-scale structures on adjoining properties.

The OCP contains the following policy direction for staff and Council to consider for applications which propose rezoning to higher densities:

Rezoning to Higher Densities. Consider supporting an OCP amendment and rezoning application for residential densities greater than those provided for on the Generalized Future Land Use Map 19.1 in those cases where:

- *A portion of the proposed units are available for affordable, special needs or rental housing identified to be in short supply (guaranteed through a Housing Agreement); and*
- *Appropriately designated sites can be proven to be functionally unsuitable for the proposed housing; and*
- *Supporting infrastructure is sufficient to accommodate the proposed development (or the developer is prepared to upgrade the necessary infrastructure); and*
- *The proposed densities do not exceed the densities provided for on Map 19.1 by more than one increment (e.g. medium density multiple units might be entertained where low-density has been provided for, and low-density multiple units might be entertained where single/two unit residential densities have been provided for); and*
- *The project can be sensitively integrated into the surrounding neighborhood, with no more than a one-storey height gain between the proposed development and the height permitted within land uses assigned to adjacent parcels (Where the property being proposed for redevelopment is large, consideration may be given to providing greater heights at the centre of the property provided that the new building is sensitively integrated with the surrounding neighborhood); and*

• Approval of the project will not destabilize the surrounding neighborhood or threaten viability of existing neighborhood facilities (e.g. schools, commercial operations etc.).

While it can be argued that the project meets several of the criteria noted above, staff remain concerned that the proposed development does not offer a satisfactory amount of affordable housing.

The proposal meets the development guidelines for form and character contained in the OCP as follows:

Multiple Family Development Guidelines

Landscaping

Landscaping should:

- provide noise buffering
- enhance the edges of buildings
- screens parking areas from view
- provides visual buffers of new buildings
- provides colour
- creates shade
- retains required sight distances (from roadways)
- contributes to a sense of personal safety and security
- provide equal access for mobility-challenged individuals
- incorporates existing vegetation with special character

Relationship to the Street

- First storey units do not provide ground-level access
- The principle front entranceway is not clearly identifiable and is out of scale with the development.
- Porches are not provided as there is no ground level access to units at grade.

Building Massing

- The proposed developments is not sensitive to and compatible with the massing and rhythm of the established streetscape.
- Sub-roofs, dormers, balconies, and bay windows are provided.
- Variation between architectural bays within each façade is provided but repetitious.

Walls

- End walls visible from a public street or residential lot should be finished to provide an attractive appearance. Blank or solid walls (without glazing) should not be longer than 5 m. Walls longer than 5 m should incorporate wall detailing that will provide visual interest.

Environmental Considerations

- The applicant has not indicated any environmental or sustainability principles that would be incorporated into this proposal.

Crime Prevention

- Guidelines for Crime Prevention Through Environmental Design Guidelines (CPTED) should be followed.

Ancillary Services/Utilities

- Loading, garbage and other ancillary services are located at the rear of buildings.
- It is not clear whether or not utility service connections will be screened from view as they are not shown on the development plans.

Amenities

- The developer has proposed some amenity space; however, it is located in close proximity to Hwy.33 and does not appear to serve any functional outdoor space needs for the residents of the proposed development.

Access

- Vehicle access and on-site circulation minimizes interference with pedestrian movement.
- Vehicle access to and from the development will conflict with traffic flow on the future lane. Access should be re-designed to reduce potential conflicts.

Parking

- Underground parking is provided.

8.3 City of Kelowna Strategic Plan (2005)

The City of Kelowna Strategic Plan encourages the development of a more compact urban form by increasing densities through infill and redevelopment within existing urban areas and to provide for increased densities within future urban areas. Also redeveloping transitional area to increase densities for more efficient use of existing land.

8.4 Rutland Sector Plan (1997)

The Rutland Sector Plan acknowledges that given the general lack of vacant land for development in the Rutland area, new housing will be primarily redevelopment to higher densities. As these densities require sanitary sewer, development will occur within close proximity to the Rutland Town Centre or along existing sanitary sewer corridors.

9.0 TECHNICAL COMMENTS

This application was circulated to various City Departments and external agencies and the following feedback was received:

9.1 Inspection Services Division

No concerns.

9.2 Works and Utilities Department

The Works & utilities Department comments and requirements regarding this application to rezone from RU-1 to RM-4 are as follows:

These are Works and Utilities initial comments and are subject to the MOT comments and requirements

9.2.1 Subdivision

Consolidate the lots.

Highway to be established 15 m. from existing mean centreline by survey plan registered in the Land Title Office.

Taylor Road to be established 10.0 m. from existing mean centreline by legal survey plan registered in the Land Title Office.

6m. x 6 m. corner cut-off to be established at the intersection of Hwy. 33 and Taylor Road by legal plan registered in the Land Title Office.

Dedicate a 7.5 m. lane along the southern boundary of the property, to line up with the existing lane to the east, by survey plan registered in the Land Title Office.

Provide easements as may be required.

9.2.2 Geotechnical Study

A comprehensive Geotechnical Study is required, which is to be prepared by a Professional Engineer competent in the field of geotechnical engineering, the study is to address the following:

- Overall site suitability for development.
 - Presence of ground water and/or springs.
 - Presence of fill areas.
 - Presence of swelling clays.
 - Presence of sulphates.
 - Potential site erosion.
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- Provide specific requirements for footings and foundation construction.
 - Provide specific construction design sections for roads and utilities over and above the City's current construction standards

9.2.3 Domestic Water and Fire Protection

This development is within the service area of the Rutland Waterworks District (RWD). The developer is required to make satisfactory arrangements with the RWD for these items. All charges for service connection, and upgrading costs are to be paid directly to the RWD. The developer is required to provide a confirmation that the district is capable of supplying fire flow in accordance with current Bylaws and policies requirements.

A watermeter is mandatory as well as a sewer credit meter to measure all the irrigation water. Watermeters must be housed in an above-ground, heated, accessible and secure building, either as part of the main site buildings or in a separate building. Remote readers units are also mandatory on all meters.

9.2.4 Sanitary Sewer

A new sanitary service, sized and conveniently located to accommodate the proposed development will be required. All the existing 100 mm. dia. services must permanently be disconnected. The cost of disconnecting the old services and installing a new service will be determined when an application for the new service is received by the City Inspection Services Department or at the time of the frontage upgrades.

9.2.5 Drainage

A comprehensive site drainage management plan and design to comply with the City's drainage design and policy manual, is a requirement of this application. The drainage study should indicate the size and location of the detention facility and provide for a positive outflow to the existing municipal storm drainage system. This plan can become part of the geotechnical study to identify possible ground recharge/detention areas.

9.2.6 Power and Telecommunication Services

The services to this development are to be installed underground. It is the developer's responsibility to make a servicing application to the respective utility companies. The utility companies are then required to obtain the city's approval before commencing their works.

9.2.7 Road improvements

a) Hwy.33

The applicant is responsible for the removal of the existing drop curbs on Hwy. 33 and the construction non-mountable curb and gutter to MOT standard. The existing portion of the sidewalk constructed adjacent to the curb must be removed and relocated to the property line at the same alignment as the existing separate sidewalk. The boulevard must be constructed with interlocking bricks and irrigated trees set in a concrete barrel. The estimated cost of this work, for bonding purpose would be \$25,000.00, inclusive of a bonding contingency.

b) Taylor Road

The applicant is responsible to upgrade Taylor Road to a paved urban collector standard (SS-R5). The construction consists of curb, gutter and sidewalk, fillet paving, storm drainage works, removal and/or relocation of utilities as may be required, etc. The estimated cost for this work, for bonding purpose, would be \$72,000.00, inclusive of a bonding contingency (Utility poles relocation not included).

c) Lane

The applicant is responsible to construct the lane to a paved standard. The construction consists of paving and storm drainage works, removal and/or relocation of utilities as may be required, etc. The estimated cost for this work, for bonding purpose, would be \$37,000.00 inclusive of a bonding contingency (Utility poles relocation not included).

9.2.8 Street lights

Street lights must be installed on all fronting roads as determined by the Manager of Electrical Utilities.

9.2.9 Engineering

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.

9.2.10 DCC Credits

None of the required improvements qualify for DCC credit consideration, as these upgradings are not identified in the current DCC schedules.

9.2.11 Bonding and Levies Summary.

a) Performance Bonding

Hwy.33 frontage upgrading	\$ 25,000.00
Taylor Road frontage upgrading	\$ 72,000.00
Lane construction	\$ 37,000.00

Total security	\$134,000.00
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b) Levies

Inspection and administration fee	\$ 3,043.26 (\$2,831.00 + \$172.26 GST)
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9.3 Fire Department

Fire department access, fire flows, and hydrants as per the BC Building Code and City of Kelowna Subdivision Bylaw. Engineered fire flows will determine if present hydrant location, number of hydrants, and hydrant volume will be adequate. One hydrant must be 45m (unobstructed) from the Siamese connection.

9.4 Ministry of Transportation

No direct access to Hwy.97. MOT requires a setback for 4.5 m and Highway to be established 15 m from existing mean centre-line by survey plan registered in the Land Title Office.

10.0 PLANNING AND DEVELOPMENT SERVICES DEPARTMENT

This proposal represents a substantial improvement upon the previous development proposal. Despite such improvement, however, Staff maintains their opposition to the proposed Official Community Plan Amendment application, because the proposal fails to provide a sufficient amount of affordable housing.

Part of the rationale behind “future land use” designations is to signal to the development community where priorities of density and land use exist, in order that they might respond with projects that satisfy the growth management objectives of the community. Deviating from that direction compromises those planning objectives, sometimes making it even more difficult to realize (for example) increased residential densities proximate to the City’s urban centres (e.g. Rutland). Staff may consider projects that exceed the desired “future land use” density by one increment, where such projects satisfy certain criteria (see Section 8.1.31 of the OCP). In addition to the criteria detailed in that policy, Staff normally require that at least 50% of the density increase realized through the OCP amendment, be dedicated for affordable housing.

In the case of this application, the 50% rule works out to a minimum of 467 m² of floor area, given the 931 m² increase in floor area that could result under the proposed development scenario. The table below shows these calculations:

Affordable Housing Calculation	
Maximum F.A.R. under existing future land use designation Multiple Unit Residential (Low Density): RM1, RM2, or RM3	0.75 ^B
Density proposed under this application	0.94
Difference	0.19
50% of density increase above 0.75	0.095
Minimum Affordable Housing Component (0.095 x site area of 4,902 m²)	467 m²
Affordable Housing Component Proposed (4 x Unit G or 50.12 m ²)	200 m²

^B RM3 base F.A.R. is 0.50 + 0.05 bonus for housing agreement, + 0.2 bonus for underground parking = total of 0.75 F.A.R.

Should the applicant be willing to meet or exceed the minimum affordable housing component of 467 m² of floor area, Staff would be willing to support the rezoning and OCP amendment applications.

With regard to the design of the building and the functionality of the project on this site, Staff will continue to work through some necessary changes, prior to coming back to Council for approval of a Development Permit, should Council favourably consider the OCP and rezoning applications.

Should Council choose to support this application, an alternate recommendation is provided below:

11.0 ALTERNATE RECOMMENDATION

THAT Official Community Plan Bylaw Amendment No. OCP07-0009 to amend Map 19.1 of the Kelowna Official Community Plan (2000 - 2020) Bylaw No. 7600 by changing the Future Land Use designation of Lots 1 (except Plan 39705), 2 (except plan 39705), 3 (except plan 39705), 4, 5, 6, Section 22, Township 26, ODYD Plan 3727, located on Taylor Road and Hwy 33, Kelowna, B.C., from the Multiple Unit Residential – Low Density designation to the Multiple Unit Residential – Medium Density designation, as shown on Map “A” attached to the report of Planning & Development Services Department, dated July 13, 2007, be considered by Council;

THAT Rezoning Application No. Z07-0026 to amend the City of Kelowna Zoning Bylaw No. 8000 by changing the zoning classification of Lots 1 (except Plan 39705), 2 (except plan 39705), 3 (except plan 39705), 4, 5, 6, Section 22, Township 26, ODYD Plan 3727, located on Taylor Road and Hwy 33, Kelowna, B.C. from the RU1 – Large Lot Housing zone to the RM4 – Transitional Low Density Housing zone be considered by Council;

AND THAT final adoption of the OCP Amending Bylaw and Zone Amending Bylaw be considered subsequent to the requirements of the Works & Utilities Department and Ministry of Transportation being completed to their satisfaction;

AND THAT the OCP Amending Bylaw and Zone Amending Bylaw be forwarded to a Public Hearing for further consideration;

AND THAT final adoption of the OCP Amending Bylaw and Zone Amending Bylaw be considered in conjunction with final adoption of a Housing Agreement Bylaw to create a minimum of 467 m² of floor area dedicated for affordable housing units.

AND THAT final adoption of the OCP Amending Bylaw and Zone Amending Bylaw be considered in conjunction with Council's consideration of a Development Permit on the subject property;

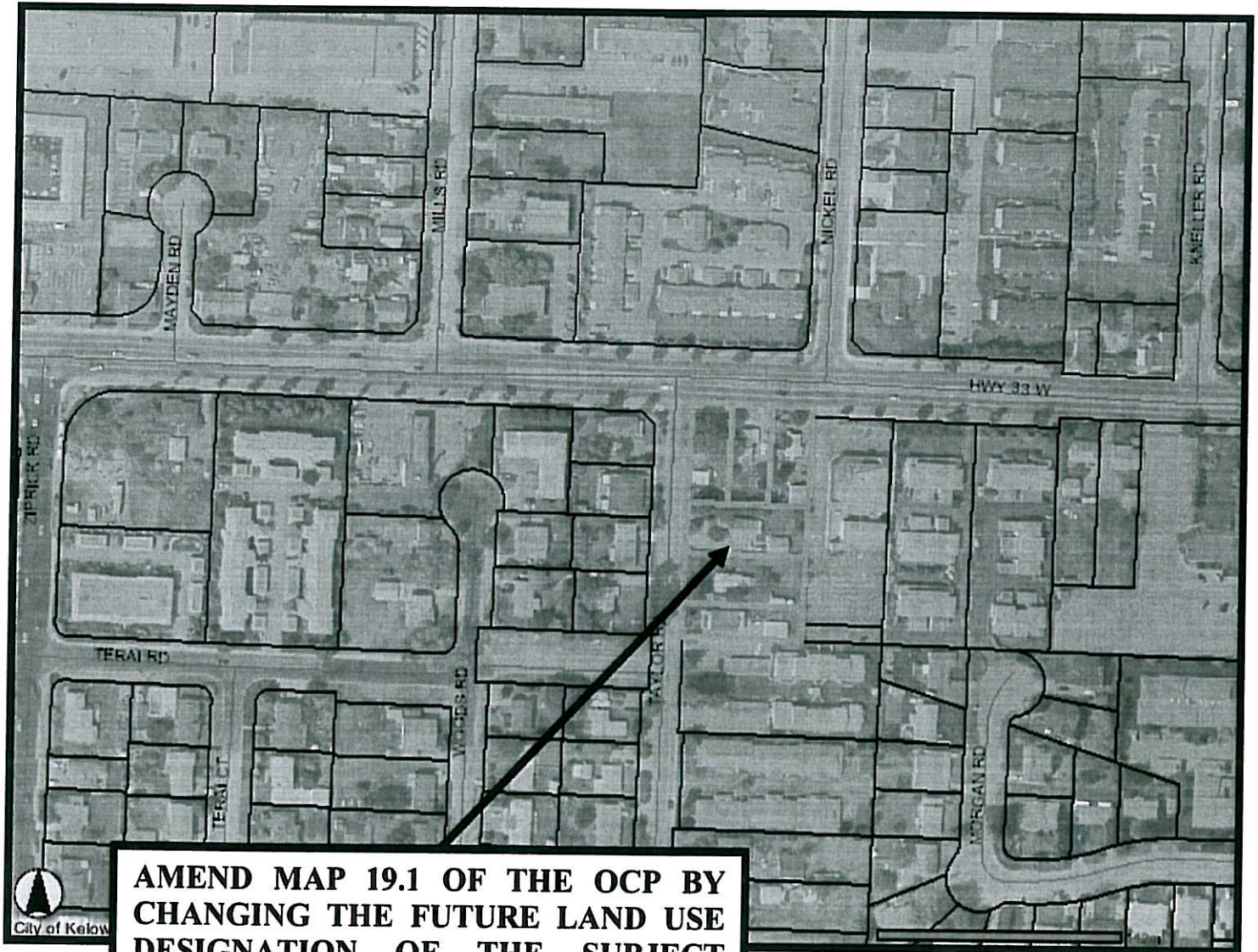

Shelley Gambacort
Current Planning Supervisor

Approved for inclusion



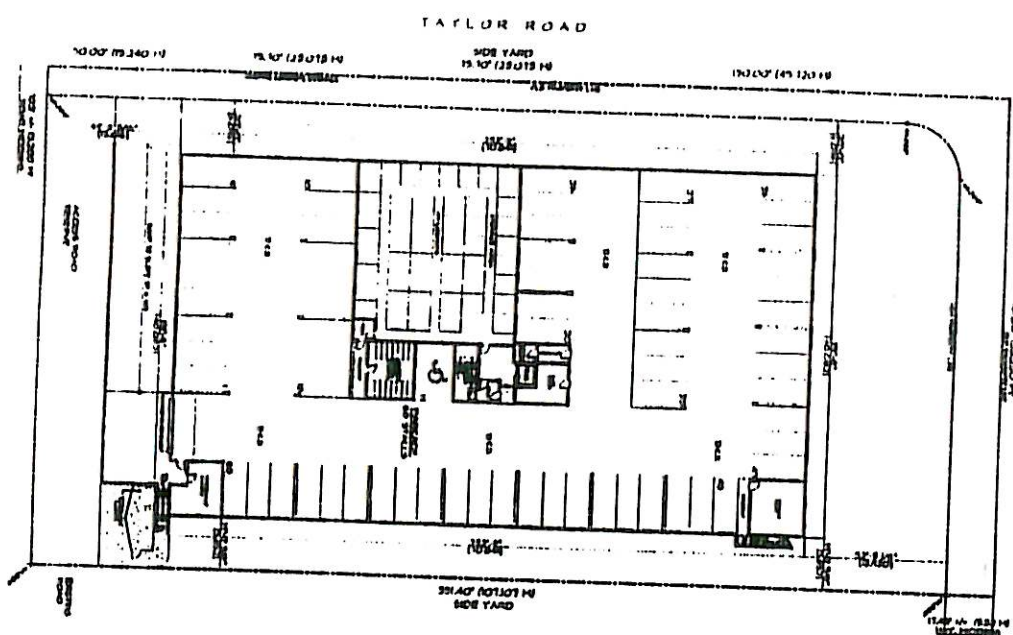

David Shipclark
Acting Director of Planning & Development Services

MAP "A"



**AMEND MAP 19.1 OF THE OCP BY
CHANGING THE FUTURE LAND USE
DESIGNATION OF THE SUBJECT
PROPERTIES FROM MULTIPLE UNIT
RESIDENTIAL – LOW DENSITY TO
MULTIPLE UNIT RESIDENTIAL –
MEDIUM DENSITY**

HIGHWAY #33 WEST
FRONT YARD

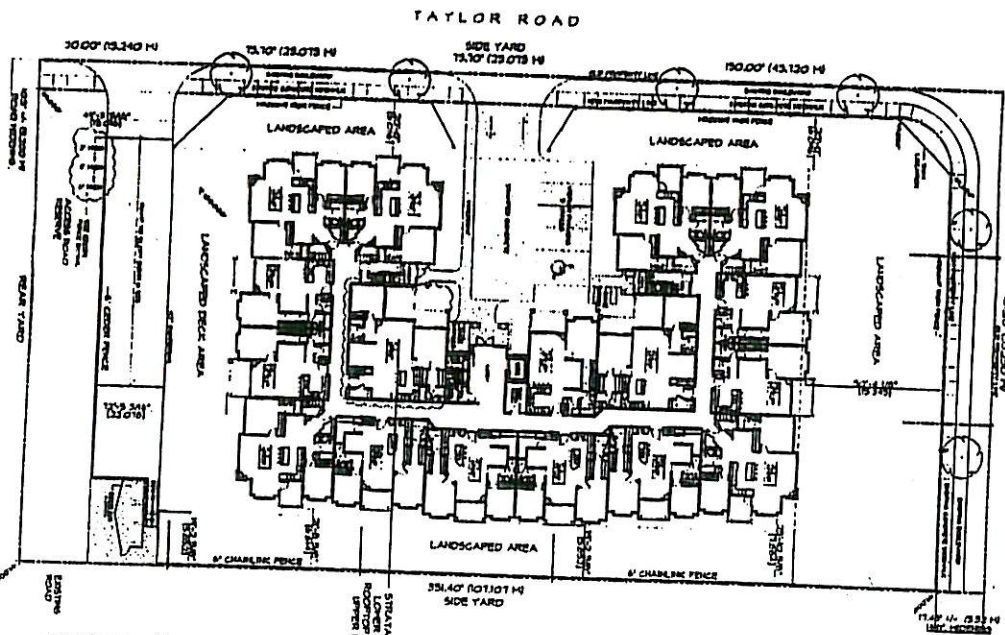


SITE PLAN

31E AREA = 29,406.66 SQ. FT. 15204.236 SQ.MU

PLATE 100 • 100000

On 05/10/2013 14:05:00, [REDACTED] wrote:



SITE PLAN

FLOOR AREA - 71,700 SQ FT. AREA 2066 SQ M

-----T. NEED DATE SC MU



WOLF-KITZ



NOTES



FOR JUDICIAL



THE UNIVERSITY OF MICHIGAN

SITE CALCULATIONS: RM 4 ZONING

2021-2022	2020-2021	2019-2020	2018-2019	2017-2018	2016-2017	2015-2016	2014-2015	2013-2014	2012-2013	2011-2012	2010-2011	2009-2010	2008-2009	2007-2008	2006-2007	2005-2006	2004-2005	2003-2004	2002-2003	2001-2002	2000-2001	1999-2000	1998-1999	1997-1998	1996-1997	1995-1996	1994-1995	1993-1994	1992-1993	1991-1992	1990-1991	1989-1990	1988-1989	1987-1988	1986-1987	1985-1986	1984-1985	1983-1984	1982-1983	1981-1982	1980-1981	1979-1980	1978-1979	1977-1978	1976-1977	1975-1976	1974-1975	1973-1974	1972-1973	1971-1972	1970-1971	1969-1970	1968-1969	1967-1968	1966-1967	1965-1966	1964-1965	1963-1964	1962-1963	1961-1962	1960-1961	1959-1960	1958-1959	1957-1958	1956-1957	1955-1956	1954-1955	1953-1954	1952-1953	1951-1952	1950-1951	1949-1950	1948-1949	1947-1948	1946-1947	1945-1946	1944-1945	1943-1944	1942-1943	1941-1942	1940-1941	1939-1940	1938-1939	1937-1938	1936-1937	1935-1936	1934-1935	1933-1934	1932-1933	1931-1932	1930-1931	1929-1930	1928-1929	1927-1928	1926-1927	1925-1926	1924-1925	1923-1924	1922-1923	1921-1922	1920-1921	1919-1920	1918-1919	1917-1918	1916-1917	1915-1916	1914-1915	1913-1914	1912-1913	1911-1912	1910-1911	1909-1910	1908-1909	1907-1908	1906-1907	1905-1906	1904-1905	1903-1904	1902-1903	1901-1902	1900-1901	1899-1900	1898-1899	1897-1898	1896-1897	1895-1896	1894-1895	1893-1894	1892-1893	1891-1892	1890-1891	1889-1890	1888-1889	1887-1888	1886-1887	1885-1886	1884-1885	1883-1884	1882-1883	1881-1882	1880-1881	1879-1880	1878-1879	1877-1878	1876-1877	1875-1876	1874-1875	1873-1874	1872-1873	1871-1872	1870-1871	1869-1870	1868-1869	1867-1868	1866-1867	1865-1866	1864-1865	1863-1864	1862-1863	1861-1862	1860-1861	1859-1860	1858-1859	1857-1858	1856-1857	1855-1856	1854-1855	1853-1854	1852-1853	1851-1852	1850-1851	1849-1850	1848-1849	1847-1848	1846-1847	1845-1846	1844-1845	1843-1844	1842-1843	1841-1842	1840-1841	1839-1840	1838-1839	1837-1838	1836-1837	1835-1836	1834-1835	1833-1834	1832-1833	1831-1832	1830-1831	1829-1830	1828-1829	1827-1828	1826-1827	1825-1826	1824-1825	1823-1824	1822-1823	1821-1822	1820-1821	1819-1820	1818-1819	1817-1818	1816-1817	1815-1816	1814-1815	1813-1814	1812-1813	1811-1812	1810-1811	1809-1810	1808-1809	1807-1808	1806-1807	1805-1806	1804-1805	1803-1804	1802-1803	1801-1802	1800-1801	1799-1800	1798-1799	1797-1798	1796-1797	1795-1796	1794-1795	1793-1794	1792-1793	1791-1792	1790-1791	1789-1790	1788-1789	1787-1788	1786-1787	1785-1786	1784-1785	1783-1784	1782-1783	1781-1782	1780-1781	1779-1780	1778-1779	1777-1778	1776-1777	1775-1776	1774-1775	1773-1774	1772-1773	1771-1772	1770-1771	1769-1770	1768-1769	1767-1768	1766-1767	1765-1766	1764-1765	1763-1764	1762-1763	1761-1762	1760-1761	1759-1760	1758-1759	1757-1758	1756-1757	1755-1756	1754-1755	1753-1754	1752-1753	1751-1752	1750-1751	1749-
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A hand-drawn sketch of a building, possibly a house or a small commercial structure. It features a chimney on the left side and a sign on the front. The drawing is done in a simple, sketchy style with some text labels like 'CHIMNEY' and 'SIGN' written near the respective parts. The overall appearance is that of a rough architectural drawing or a field sketch.

Architectural drawings of the building facade, including a detail of the entrance and a section view.

ASSOCIATE DEVELOPMENT PARTNER

425 EAST 10TH & KENDRICK
TULSA
ABCH • PLANNING
Architecture and Planning
GARY MARVIN

M. A. L. B. C.
TELONOMA OFFICE
 1715-1715A DELORMA AVE.
 TELONOMA, B.C.
 phone 8 (725) 846-0273
 fax 8 (725) 842-3445
 e-mail: p.h.smith@telonoma.com
WILKINSON OFFICE
 575 S. WILKINSON ROAD
 KELLONOMA, B.C.
 phone 8 (725) 716-3049
 fax 8 (725) 716-3545
 e-mail: murray@telonoma.com

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DIRECTOR OF INVESTIGATION
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C.
JAN 10 1967

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Architectural rendering of the two-story brick townhome complex at 1000 W. 1st Street. The drawing shows a long row of townhomes with multiple units, each featuring a front porch and large windows. The building is constructed of brick and has a gabled roof. Landscaping includes trees and shrubs. The drawing is oriented horizontally on the page.

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