

**PLANNING RATIONALE REPORT: SITE PLAN CONTROL
APPLICATION**

**280 ERIC CZAPNIK WAY
LANDRIC HOMES INC.
CITY OF OTTAWA**

**PREPARED BY: P H ROBINSON CONSULTING
AUGUST 2020**

[P. H. Robinson Consulting](#)
[Urban Planning, Consulting and Project Management](#)

This report has been prepared on behalf of Landric Homes Inc. in support of a Site Plan Control Application for their lands at 280 Eric Czapnik Way in Orleans. The legal description of the property is Block 9 4M-1542, City of Ottawa (P.I.N 14508-0355).

The property is located on the west side of Eric Czapnik Way and on the south side of Highway 174 to the east of the Orleans Town Centre (see Location plan in the Appendix Section). The south and west property lines of the property abut lands owned by the City of Ottawa that are used for recreational and open space purposes. There is a park to the south of the property, that contains a farm silo that was placed on the City's Heritage Registry in 2014 and that silo is to be a focus of the City park.

Lands to the east and south east consist of existing three storey townhouse units and future residential uses. (see photo below taken from the subject property looking to the east to the existing nearby townhouses)



To the south Eric Czapnik has recently been connected to St Joseph Boulevard providing full access from the site to surrounding roads. To the west are lands owned by the City and further west are some low rise apartment buildings, a City Park (Regiment Park), and a YMCA/YWCA building.

To the north of the subject property is Highway 174 which is a multi lane controlled access highway connecting urban areas of Ottawa to the west with Cumberland and Rockland.

The lands at 280 Eric Czapnik have approximately 64 m of frontage (210') on the west side of Eric

Czapnik and a variable depth between 110 m (363') on the south property line and 120 m (395') on the north property line next to Highway 174. The rear lot line is 31 m wide (103'). Due to the fact that the north and south lot lines are not parallel and the property has a greater frontage than rear lot line dimension, the overall shape of the lot is irregular with a total lot area of 5174 m² (55,693 ft²). See the attached survey plan (in the Appendix section) for further details.

The property is vacant and consists of a gravel parking area closest to Eric Czapnik Way. The remainder of the site has some vegetated areas and has been used for construction staging purposes recently for the residential construction that is going on nearby.



The intent of the development application is to build two 4 storey rental apartment buildings with underground and surface parking. (see Site Plan and Underground Parking Plan in the Appendix Section). The proposal calls for 36 rental units in each building for a total of 72 units (there will be one bachelor unit, eighteen 1 bedroom units and seventeen 2 bedroom units per building).

An area for bicycle storage will be provided in the underground parking level of the building and in the common area at ground level between the two buildings.

This covered common area between the two buildings consists of a residents lounge area, a connecting area between the two buildings, a gym area, a

washroom for residents use, a large covered area for bicycle storage and a residents terrace. (see Pass Through Building Plans in the Appendix section)

In addition to these amenity feature areas for residents, there will be a rooftop patio area of approximately 11 m x 19.5 m (214 m²) (2300 ft²) on each roof that will contain a raised terrace and a roof deck. The buildings elevators will access this rooftop area. (See Roof Plan in the Appendix section)

The building exterior design uses a combination of brick masonry and other masonry cladding as well as different patterns, textures and colours of metal cladding. This creates an articulated façade that adds visual interest to the building. Some units have higher ceilings on the fourth floor and, combined with variations in the roof parapet, create interest with the roof line (the fifth façade). A modest mechanical penthouse provides access to the roof terrace where a shared amenity space provides outdoor places for the building residents.

Balcony railings in glass with minimal metal detailing provide a restrained, contemporary, aesthetic. Some balcony screen walls and canopies are clad with an aluminum panel system for splashes of added colour and interest. A sculptural entrance canopy provides visual cues to identify the entrance to each building. Roof surfaces are light in colour to increase light reflectance and reduce the heat-island effect. (see the architectural elevation plans in the Appendix section and a rendering showing the view of the property from Highway 174).

The access to the underground parking area will be through a ramp adjacent to the north east corner of the lot with access to Eric Czapnik Way. Internal staircases and an elevator will connect the underground parking level with the residential levels of the building. There will also be direct access to the parking from the exterior at the west and east sides of the building due to the grades of the property.

The designs call for unit balconies on all sides of the building except for the side facing Eric Czapnik Way.

There will be landscaped areas along the frontage of the property, the north side of the property (see photo below showing the view to the west along Highway



174) , along the south lot line (adjacent to City owned open space) and along the rear lot line of the property (see Landscape plan in the Appendix section). The landscaped areas will provide a buffer to the adjacent highway and surrounding properties. The property does not contain any significant vegetation and the site will have extensive new planting proposed.

The new building will have a building footprint of approximately 2038 m² (21945 ft²) and a total building area of approximately 6104 m² (65700 ft²). The overall height of the building is 12.3 m. The height limit under the current zoning for this property is 15 m or a max of 85.6 m above sea level.

Below the footprint of the proposed buildings and the one storey common area will be 1 level of underground parking with 60 parking spaces (58 standard

parking spaces and 2 handicapped parking spaces). The total provided parking for the entire site is 86 spaces for the 72 units.

In addition to the underground parking spaces, this level will contain the garbage room, electrical room, some tenant storage areas and an area for some bicycle parking. The entrance to the underground parking along the north side of the east building serves both buildings.

Background studies addressing soils, environmental issues and civil engineering design are being filed as part of this Site Plan application. A full set of engineering, architectural, surveying and landscaping plans are also being filed with this site plan submission. No major issues or concerns were identified in these studies.

Consultation

We have had a formal pre consultation meeting on February 24 with City Staff and on July 10 we had a video conference meeting with Councillor Luloff to introduce the project to him and to discuss the details of the project.

A meeting with community representatives/neighbours will be held in the near future and this was discussed at our video meeting with the City Councillor.

Zoning

Under Zoning By-law 2008-250 the subject lands are zoned R5Z [1363] (Residential Fifth Density Zone) . This is a zone which permits the scale of apartment buildings that are being proposed.

The [1363] exception sets a maximum building height of 85.8 m above sea level, a minimum and maximum unit density of 50 to 150 units per hectare (the design calls for 139 units/hectare) and also indicates that there is not a landscaped area requirement for this site. However, it should be noted that the landscaped area does comprise over 37% of the property site area.

It should also be noted that the zoning in place for this area does not require any parking for the project, however, we are providing 86 parking spaces for the 72 units proposed which results in a ratio of approximately 1.2 spaces/unit. This provided parking will have resident parking spaces (79 spaces) and also visitor parking spaces (7 spaces)

The proposed uses of the site are in conformity with the existing zoning and the setback requirements that apply to this site.

The following are the R5Z [1363] zone provisions and how the proposed development meets these requirements.

	REQUIREMENT	PROPOSED/PROVIDED
Minimum frontage	18 m	64.51 m
Minimum Lot Area	450 m ²	5174 m ²
Minimum front yard	3 m	3.11 m
Minimum interior side yard	1.5 m/6m	6 m (n)/6.207 m (s)
Minimum Rear yard	7.5 m	7.5 m
Maximum Building Height	15 m (85.6 m asl)	12.3 m (80.7 m asl)
Parking	0 spaces	86 spaces
Landscaped Area	0%	37.7%
Common Amenity Area	216 m ²	232 m ²

Note that the 232 m² of common amenity area indicated in the list above is at grade along the south property line and then there are additional amenity areas being provided on the roof level and also a residents lounge and gym area in the connecting area between the two apartment buildings on this property.

Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect in 2020 and it outlines the key matters of Provincial planning interest with respect to land use planning decisions made by municipal approval authorities. Any decisions that are made by municipal approval authorities must be consistent with the policies of the PPS.

The following are sections of the PPS that are applicable to the proposed development at 280 Eric Czapnik:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; *The proposed development on the site represents an efficient intensification of the site and will not create inefficient land use patterns in the area.*

- e) promoting cost-effective development standards to minimize land consumption and servicing costs. *The intensification of the site will be achieved through two new 4 storey new buildings on the site and the majority of the sites parking requirements will be through underground parking. We have ensured that an efficient building design has been proposed based on the lot shape which is irregular in places. The existing infrastructure within the City Right of Way will be connected to the new building.*
- 1.1.3.1 *Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted. The property is within a settlement area of the City of Ottawa.*
- 1.1.3.2 Land Use Patterns within *settlement areas* shall be based on:
 - a) densities and a mix of land uses which: 1) efficiently use land and resources. *This redevelopment of the property is an efficient use of the land and will allow for a sensitive infill development within City height limits for this use and with significant underground parking to ensure that there is a maximum of greenspace maintained on the site.* 2) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; *The proposed new development on the property will efficiently utilize the existing infrastructure available within the City Right of Way on Eric Czapnik Way.*
- 1.4.3 Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by:
 - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. *The proposed low rise apartment building is within an established neighbourhood with nearby infrastructure, public transit on a number of routes within a short walking distance and nearby parks and schools for residents' needs.*
 - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation nodes and public transit in areas where it exists or is to be developed; *This development proposal represents an efficient use of land on the property, allows for passive and active open space areas within the site, utilizes existing infrastructure and is located close to OC Transpo bus routes and other public facilities including recreational facilities and parkland.*

Official Plan Designation – City of Ottawa Official Plan

The site is designated General Urban Area in the Urban Policy Plan of the City of Ottawa Official Plan.

This designation permits the ‘development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses’.

Key policies within the General Urban Area designation that are applicable to this infill development are:

- 3.6.1.3 When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:
- a) Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form; *The proposed development will result in a continuation of the residential nature of Eric Czapnik Way to the east and will allow for new development on the street that will not create undue negative impact on surrounding properties. The overall residential density and overall maximum building height are within the allowable zoning requirements and due to the proximity of this site to nearby transit and the future LRT extension and parks and institutional facilities, it represents a sensitive new development to the surrounding neighbourhood. The majority of the provided parking for the development will be in an underground parking level. Landscaping along the side, rear and front lot lines will minimize the impact of the new building on adjacent properties and provide some of the total amenity areas for residents of this new development. The proposed development will complement and enhance the street frontage.*
- Apply the policies of Sections 2.5.1 and 4.11 of the Official Plan. Note that these sections are related to Urban Design and Compatibility. The proposed infill development meets the compatibility criteria in Section 4.11.2 of the Official Plan:
- 4.11.2.a) Traffic. Road should adequately serve the development with sufficient capacity to accommodate the anticipated traffic generated. *The number of units proposed for this development does not trigger any of the TIA Guidelines and the main vehicular entrance/exit will be via the underground parking access point and will lead directly to Eric Czapnik Way, a road with sufficient vehicular capacity which leads to St Joseph Boulevard and other nearby roads.*

- 4.11.2.b) Vehicular access. The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite. *The main vehicular access to the site will be via the underground parking ramp. This will minimize noise and headlight glare to any adjacent residential properties. For exiting cars from the underground parking ramp, there are no impacts on the south side of Eric Czapnik Way and the entrance for the visitor parking/surface parking spaces will not create lighting impacts on nearby residential properties.*
- 4.11.2.c) Parking requirements. The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas. *All parking for the proposed building will be provided in one large underground parking area with one means of access directly from Eric Czapnik Way and one entrance to some surface parking primarily for visitor parking requirements. The parking being provided (86 spaces) exceeds the City parking requirements under the zoning by-law which are technically zero due to its proximity to the Orleans Town Centre. The amount of parking being provided will minimize the potential for any spillover parking on adjacent areas.*
- 4.11.2.d) Outdoor amenity areas. The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures. *The outdoor amenity areas are to be located primarily in the rear yard and the side yards of the property facing Highway 174 and the open space block to the south that is owned by the City of Ottawa and there will be landscaping along the property lines. All site lighting is to be designed to avoid spillover onto adjacent properties.*
- 4.11.2.e) Loading Areas, Service Areas and Outdoor Storage. The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas for the outdoor storage of goods or materials should be mitigated using a variety of methods. These uses should be located away from residences where possible. *All garbage areas will be within the building and there will be no outdoor storage. There are no loading areas proposed.*
- 4.11.2.f) Lighting. The potential for light spill over or glare from any lighting source onto adjacent light-sensitive areas should be avoided or mitigated. *All external site lighting will have sharp cut off lighting to ensure that there will not be spill over or glare onto adjacent properties.*
- 4.11.2.g) Noise and Air Quality. The development should be located and designed to minimize the potential for significant adverse effects on adjacent sensitive uses. *The mechanical room is to be part of the rooftop*

area and the electrical room is to be internal and part of the underground parking area .

In addition, the subject property is located within the **Orleans Town Centre Secondary Plan that was prepared by the former Township of Cumberland** and is part of the current City of Ottawa Official Plan.

Within this Secondary Plan the subject property is within an 'Urban Residential' designation.

Key objectives of the Secondary Plan that are relevant to this property include:

Policy 4.11.2.5.2 of the Secondary Plan indicates that the City will therefore: permit in the area designated Urban Residential medium and high density residential development. The density shall range from 50 to 150 units per hectare'. *The development is proposed to 139 units per hectare.*

Policy 4.11.2.5.3 of the Secondary Plan indicates that, 'the maximum height of any residential building shall not protrude above the height of the escarpment except as indicated on Schedule A-1'. *The building height will be 4 storeys and has a maximum height of 80.7 m asl which is less than the escarpment height of 85.6 m asl.*

Conclusions

The proposed development of a new 4 storey rental apartment building on the property is consistent with current zoning, Official Plan and Secondary Plan policies for these lands.

The site represents a sensitive infill development that will allow for:

- a well designed contemporary building to be located within an established neighbourhood that will add to the character of the street and the neighbourhood
- a centralized underground parking facility which results in the majority of the provided parking on the site being underground and also will serve as the location for some of the bicycle parking for the development.
- a new development that meets current zoning regulations
- buffering through vegetation and setbacks to adjacent properties .

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Through the site plan process there are a number of key engineering studies and drawings required in support of the development. These studies show that the site can be serviced through existing service connections along Eric Czapnik Way. The overall site drainage and grading has been designed based on current City guidelines and will utilize roof top storage and parking lot ponding in order to control the peak post development flows to the allowable release rate.

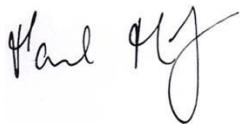
Landscaping will be provided along the side, front and rear yards to provide screening and buffering to adjacent properties. The proposed building height of this development is less than the permitted maximum building height as outlined in the zoning by-law and privacy and noise issues will be mitigated through building design and the rooftop terrace area is located a significant distance away from nearby homes..

It is our opinion that the proposed development is consistent with the Provincial Policy Statement and the City of Ottawa Official Plan and relevant zoning and Secondary Plan regulations. It is being proposed at an appropriate scale of development and will be compatible with surrounding land uses and will contribute to the overall housing supply in the community surrounding the property.

The proposed development represents good land use planning that is in the public interest and it is recommended for approval.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned.

P H Robinson Consulting



Paul Robinson RPP

APPENDIX

LOCATION PLAN

SURVEY PLAN

SITE PLAN

UNDERGROUND PARKING PLAN

PASS THROUGH BUILDING PLANS

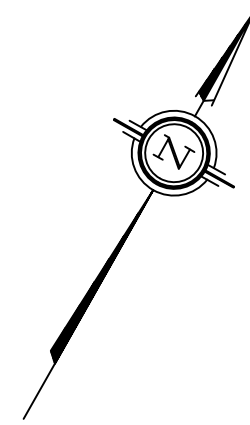
ROOF PLAN

**ARCHITECTURAL PLANS AND RENDERING OF THE PROPERTY FROM HIGHWAY
174**

LANDSCAPE PLAN



LOCATION PLAN



CONCESSION 1 (OLD SURVEY) (CUMBERLAND)

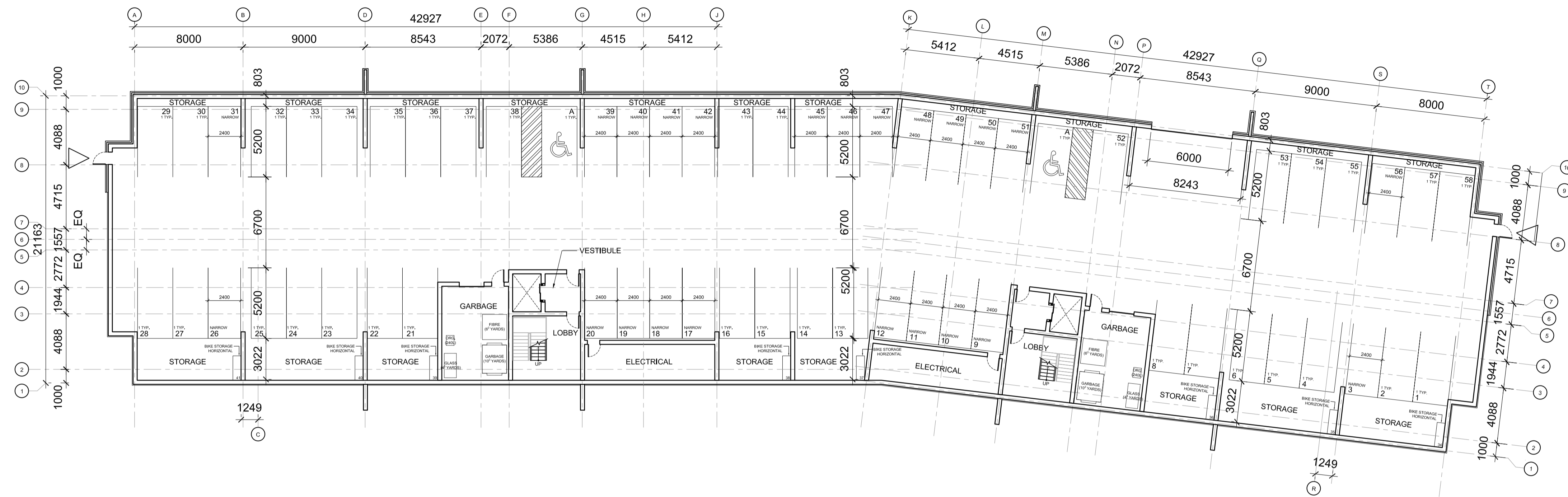


Notes & Legend

Denotes	
	Fire Hydrant
	Maintenance Hole (Storm Sewer)
	Maintenance Hole (Sanitary)
	Valve Chamber (Watermain)
	Top of Gage
	Chain Link Fence
	Location of Elevations

Caution
 This is NOT a Plan of Survey and shall not be used
 except for the purpose indicated in the title block.
 Boundary information compiled from Registered Plan
 4M-1542.

ELEVATION NOTES
 1. Elevations shown are geodetic and are referred to the CGVD28 geodetic datum.
 2. It is the responsibility of the user of this information to verify that the job benchmark
 has not been altered or disturbed and that its relative elevation and description
 agrees with the information shown on this drawing.



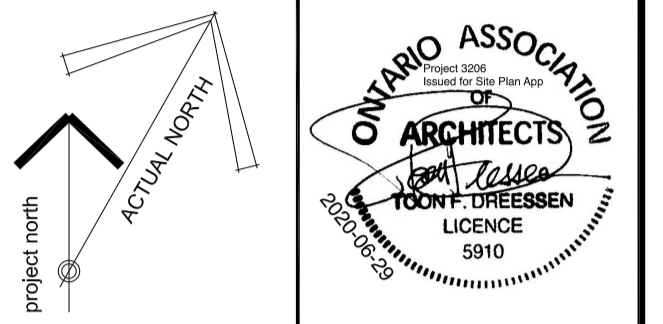
1 PARKING PLAN
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NO.	DESCRIPTION	DATE
1	ISSUED FOR PRECONSULTATION	2020-02-07
2	ISSUED FOR CLIENT REVIEW	2020-03-17
3	ISSUED FOR CONSULTANT COORD.	2020-03-30
4	ISSUED FOR COORDINATION	2020-06-12
5	ISSUED FOR SITE PLAN APPLICATION	2020-06-29

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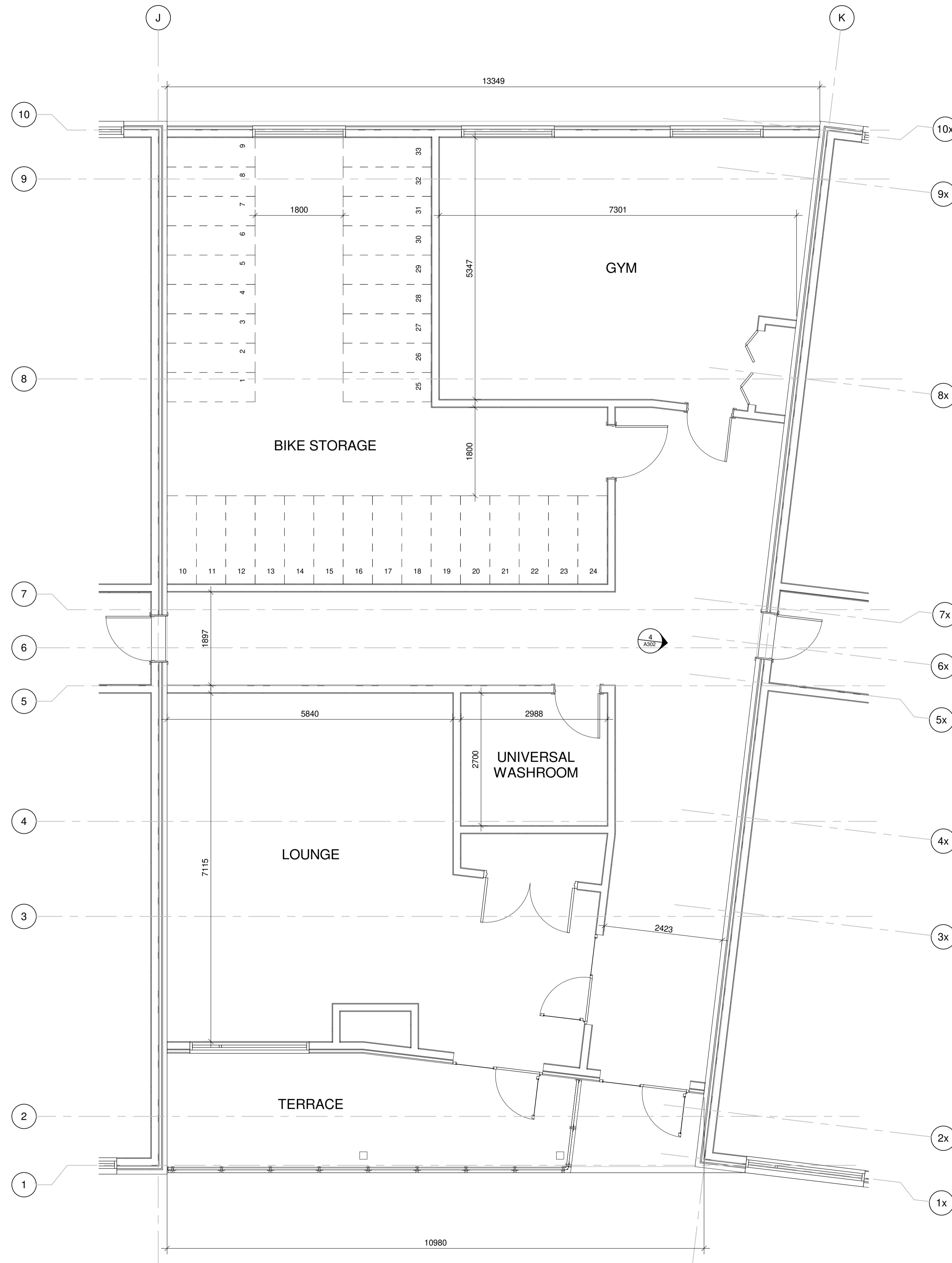
A GROUP OF ARCHITECTS
 1350 WELLINGTON ST. WEST OTTAWA ON K1J 3C1
 WWW.ARCHITECTSDCA.COM 613.725.2294

PROJECT TITLE
HILLSIDE

DRAWING TITLE
PARKING PLAN

DATE	DRAWN	JOB NO.	DRAWING NO.
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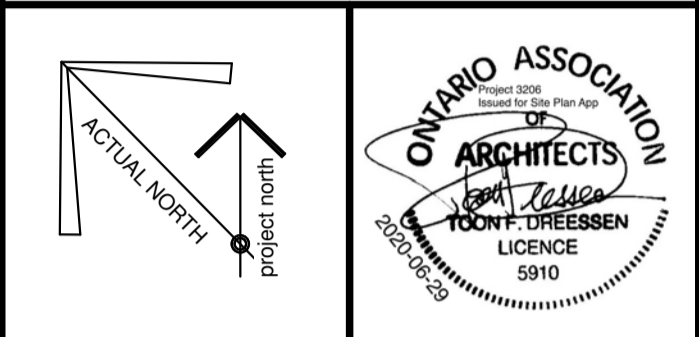
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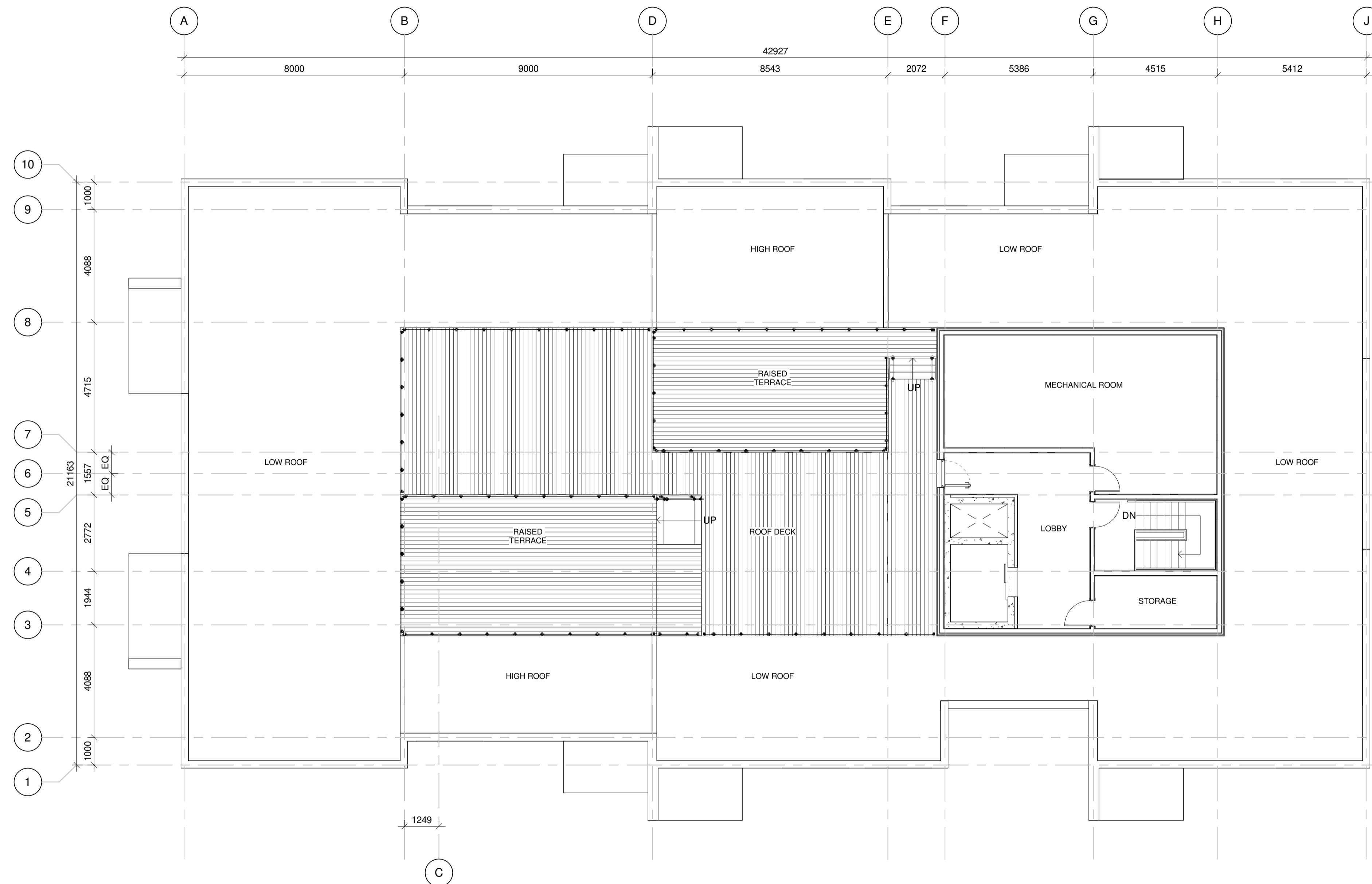


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HILLSIDE

DRAWING TITLE
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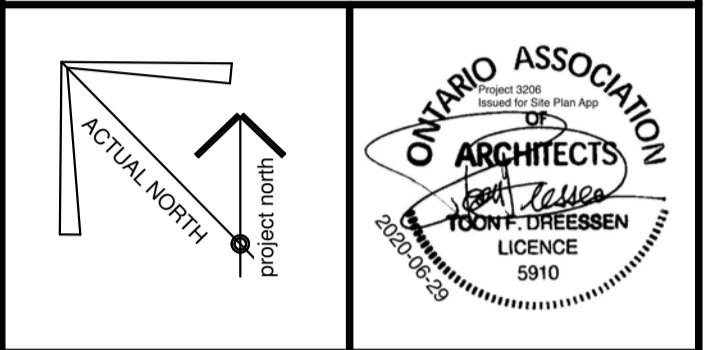
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PROJECT TITLE
HILLSIDE

DRAWING TITLE
ROOF PLAN

DATE	DRAWN	JOB NO.	DRAWING NO.
OCT. 2019	IC	3206	A210
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1 : 100	TD		

ARCHITECTURAL



1 Elevation - South (WEST SIDE)
SCALE: 1 : 100



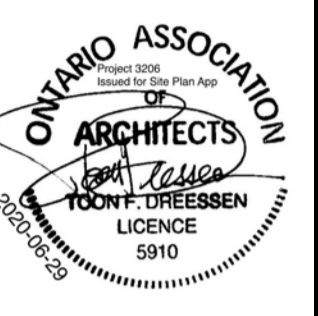
2 Elevation - South (EAST SIDE)
SCALE: 1 : 100

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HILLSIDE

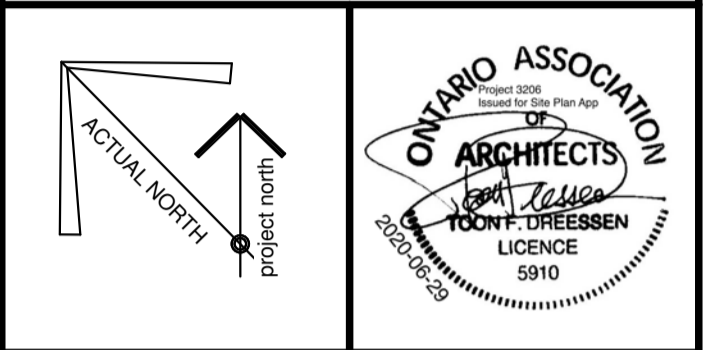
DRAWING TITLE
SOUTH ELEVATIONS

DATE	DRAWN	JOB NO.	DRAWING NO.
OCT. 2019	Author	3206	A300
SCALE	REVIEWED		
1 : 100	Checker		

ARCHITECTURAL

- GENERAL NOTES**
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 - IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO VERIFY DIMENSIONS ON SITE; REPORT DISCREPANCIES TO THE ARCHITECT PROMPTLY.
 - GENERAL CONTRACTOR TO TAKE INTO ACCOUNT CONSTRUCTION TOLERANCE; GENERAL CONTRACTOR TO COORDINATE THE WORK OF DIFFERENT TRADES TO COMPLY WITH DESIGN INTENT.
 - ALL WORK DESCRIBED IN THESE DRAWINGS AND SPECIFICATIONS ARE TO COMPLY WITH THE CURRENT EDITION OF THE ONTARIO BUILDING CODE (2010) INCLUDING MOST RECENT AMENDMENTS.
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ISSUE RECORD

NO.	DESCRIPTION	DATE
1	ISSUED FOR PRECONSULTATION	2020-02-07
2	ISSUED FOR CLIENT REVIEW	2020-03-17
3	ISSUED FOR CONSULTANT COORD.	2020-03-30
4	ISSUED FOR COORDINATION	2020-06-12
5	ISSUED FOR SITE PLAN APPLICATION	2020-06-29

CLIENT
LANDRIC HOMES
 TEL: 819-593-4805
 1173 CYRVILLE RD, SUITE 202
 OTTAWA, ON, K1J 7S6



PROJECT TITLE
HILLSIDE

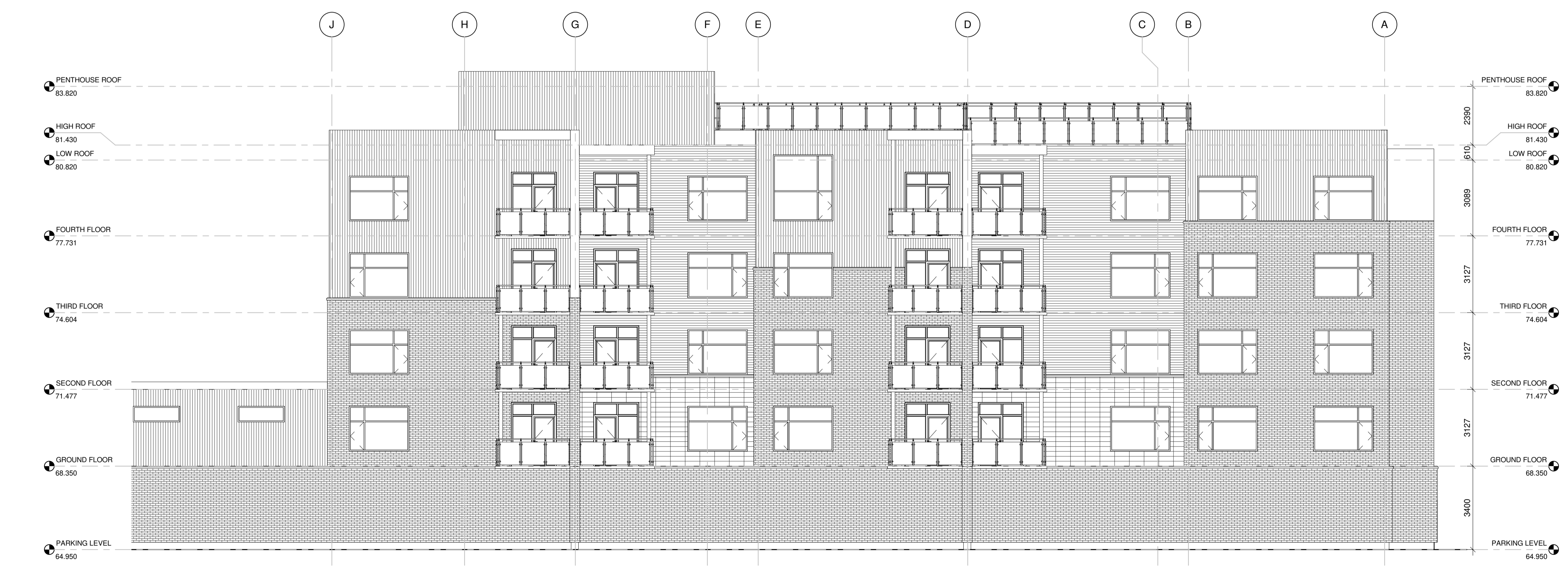
DRAWING TITLE
NORTH ELEVATIONS

DATE	DRAWN	JOB NO.	DRAWING NO.
OCT. 2019	Author	3206	A301
SCALE	REVIEWED		
1 : 100	Checker		

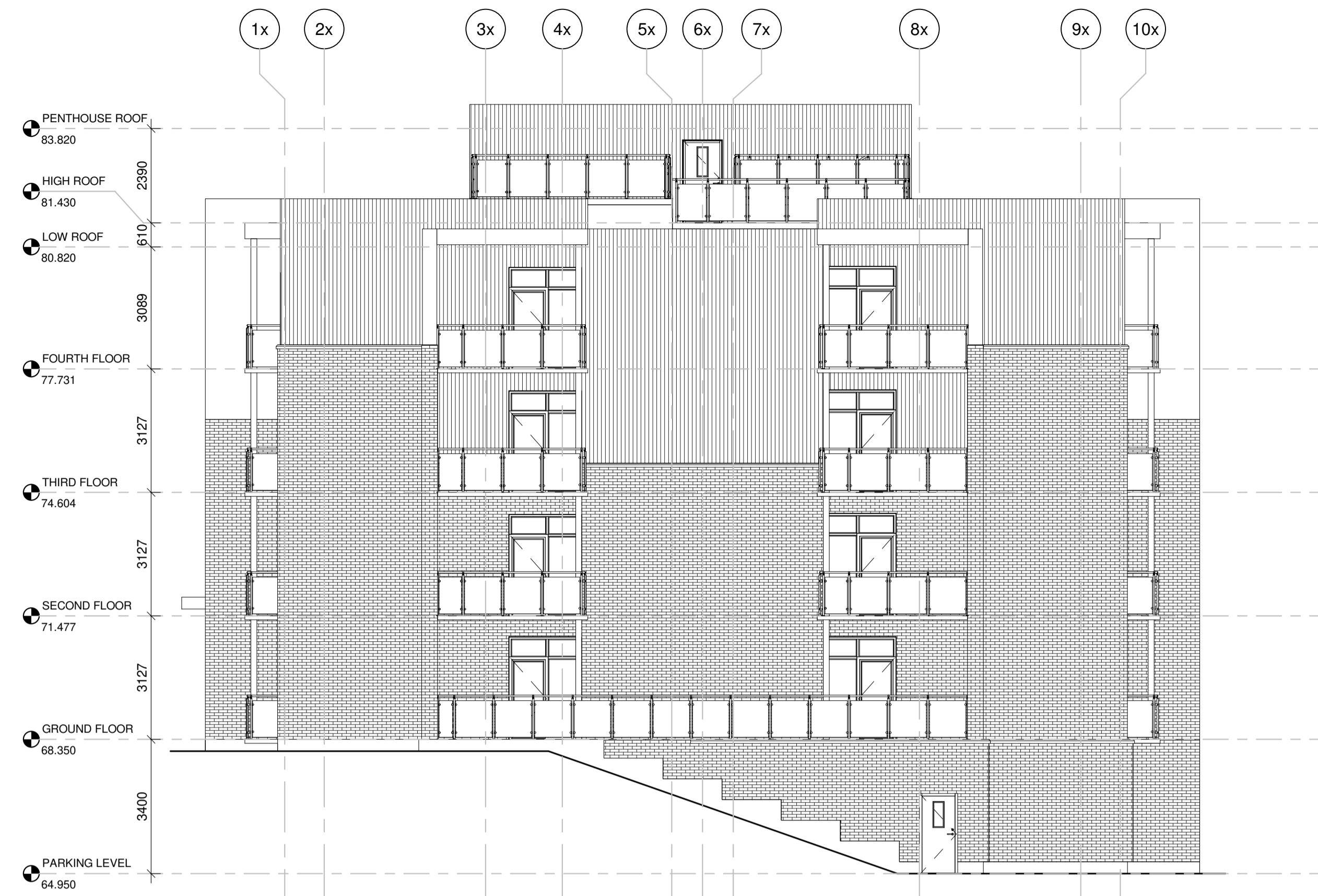
ARCHITECTURAL



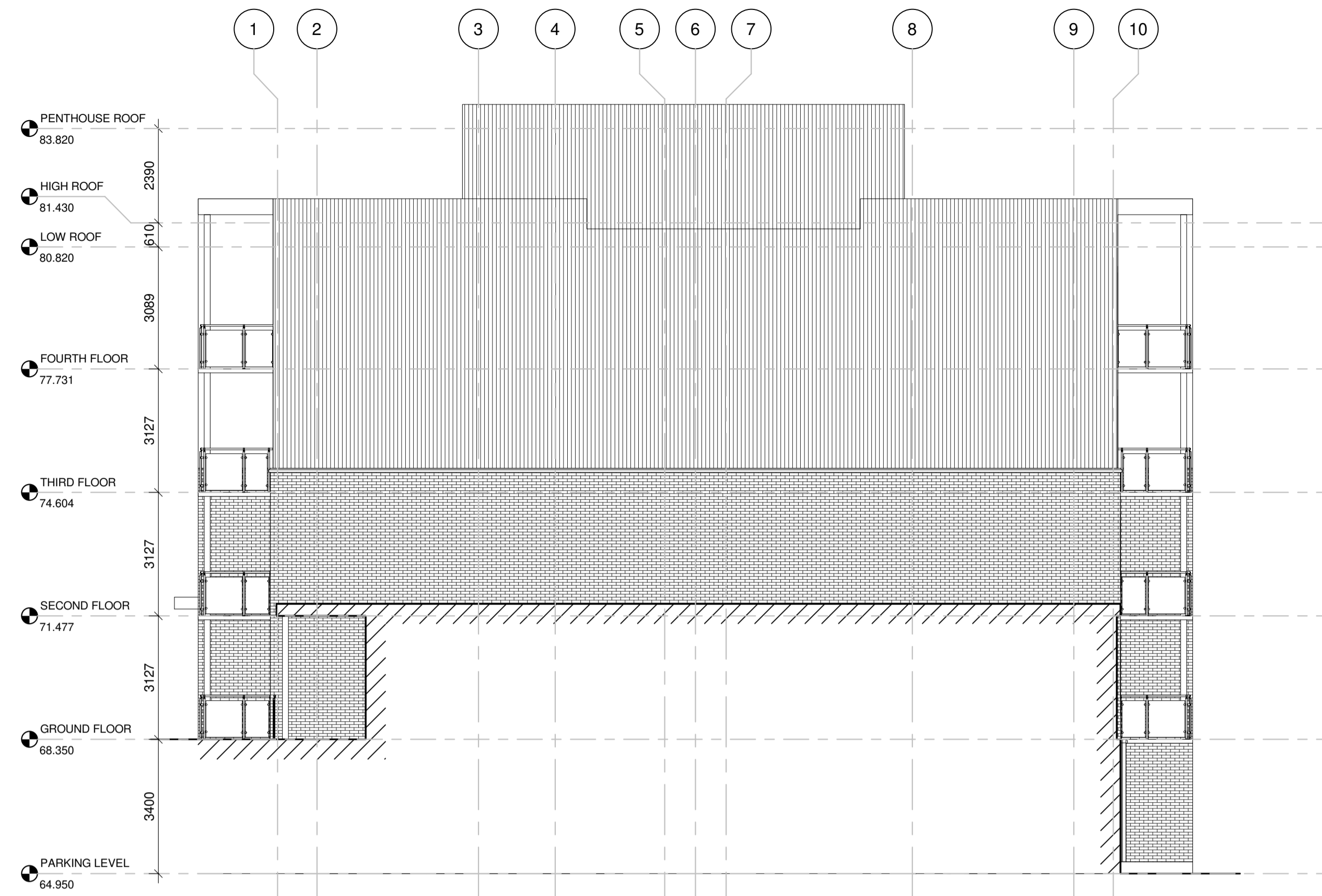
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 A301 **Elevation- North (EAST SIDE)**
 SCALE: 1 : 100



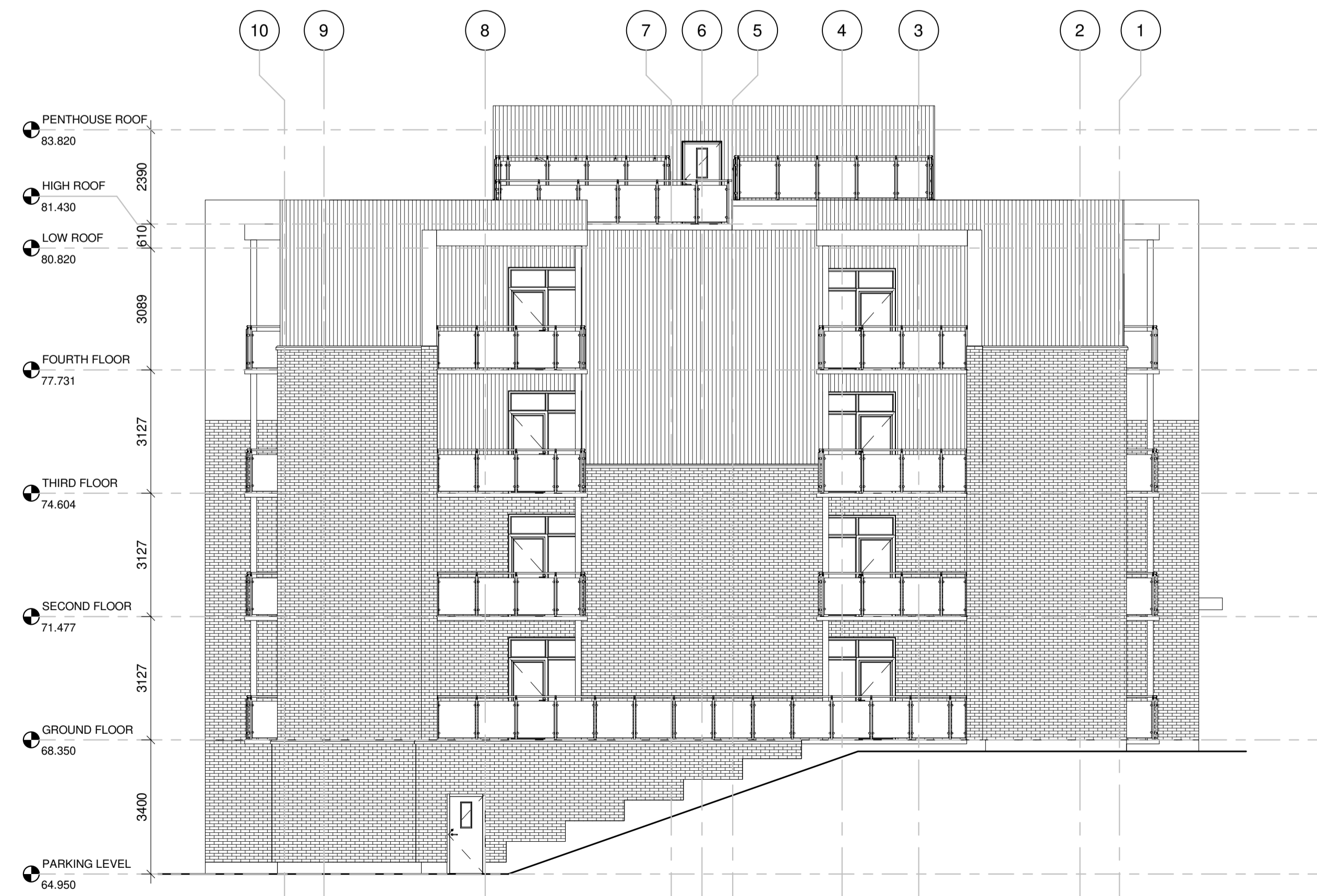
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 A301 **Elevation - North (WEST SIDE)**
 SCALE: 1 : 100



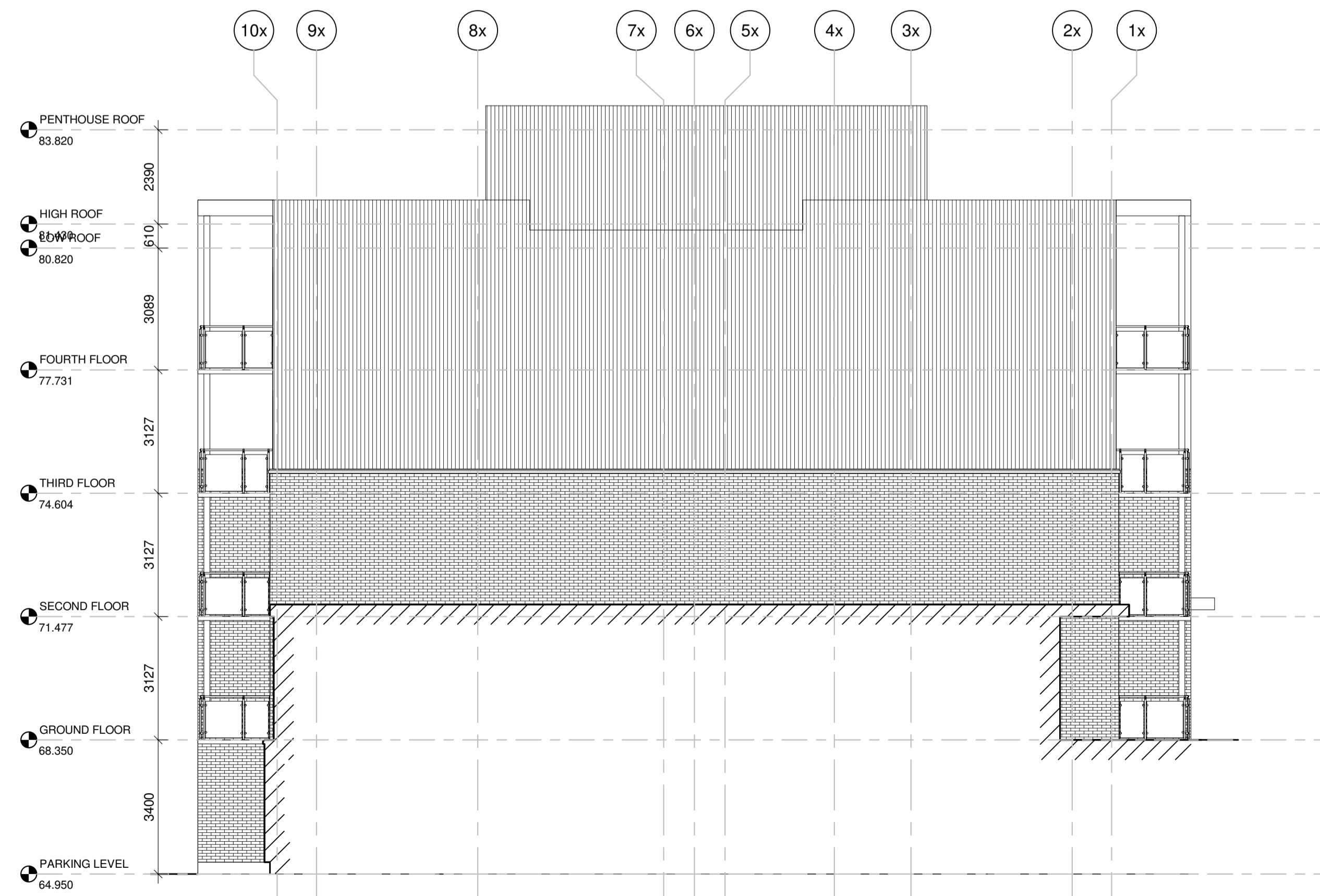
1 Elevation - East Exterior Face
A302 SCALE: 1:100



2 Elevation - East Interior Face
A302 SCALE: 1:100



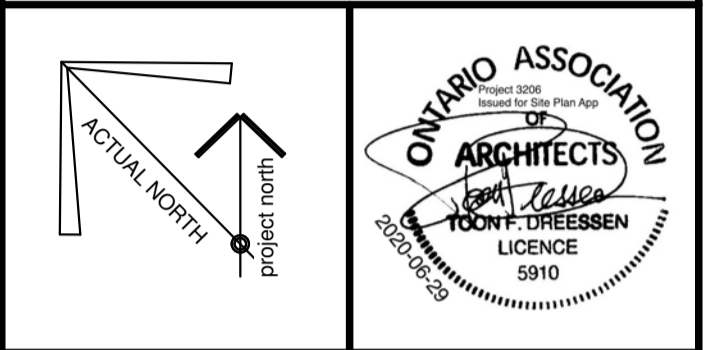
3 Elevation - West Exterior Face
A302 SCALE: 1:100



4 Elevation - West Interior Face
A302 SCALE: 1:100

- GENERAL NOTES
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CLIENT
LANDRIC HOMES
TEL: 819-593-4805
1173 CYRVILLE RD, SUITE 202
OTTAWA, ON, K1J 7S6



PROJECT TITLE
HILLSIDE

DRAWING TITLE
EAST AND WEST ELEVATIONS

DATE	DRAWN	JOB NO.	DRAWING NO.
OCT. 2019	Author	3206	A302
SCALE	REVIEWED		
1:100	Checker		

ARCHITECTURAL





KEY MAP, NTS

NO.	DATE	DESCRIPTION
3	2020/08/05	ISSUED FOR SPA
2	2020/06/03	ISSUED FOR REVIEW
1	2020/04/30	ISSUED FOR REVIEW

SEAL: _____ NORTH:

LASHLEY + ASSOCIATES
LANDSCAPE ARCHITECTURE AND SITE ENGINEERING

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OTTAWA, ON K1T 5S6
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CONSULTANT:

PROJECT:
**HILLSIDE APARTMENTS
LANDRIC HOMES**
ORLEANS, OTTAWA

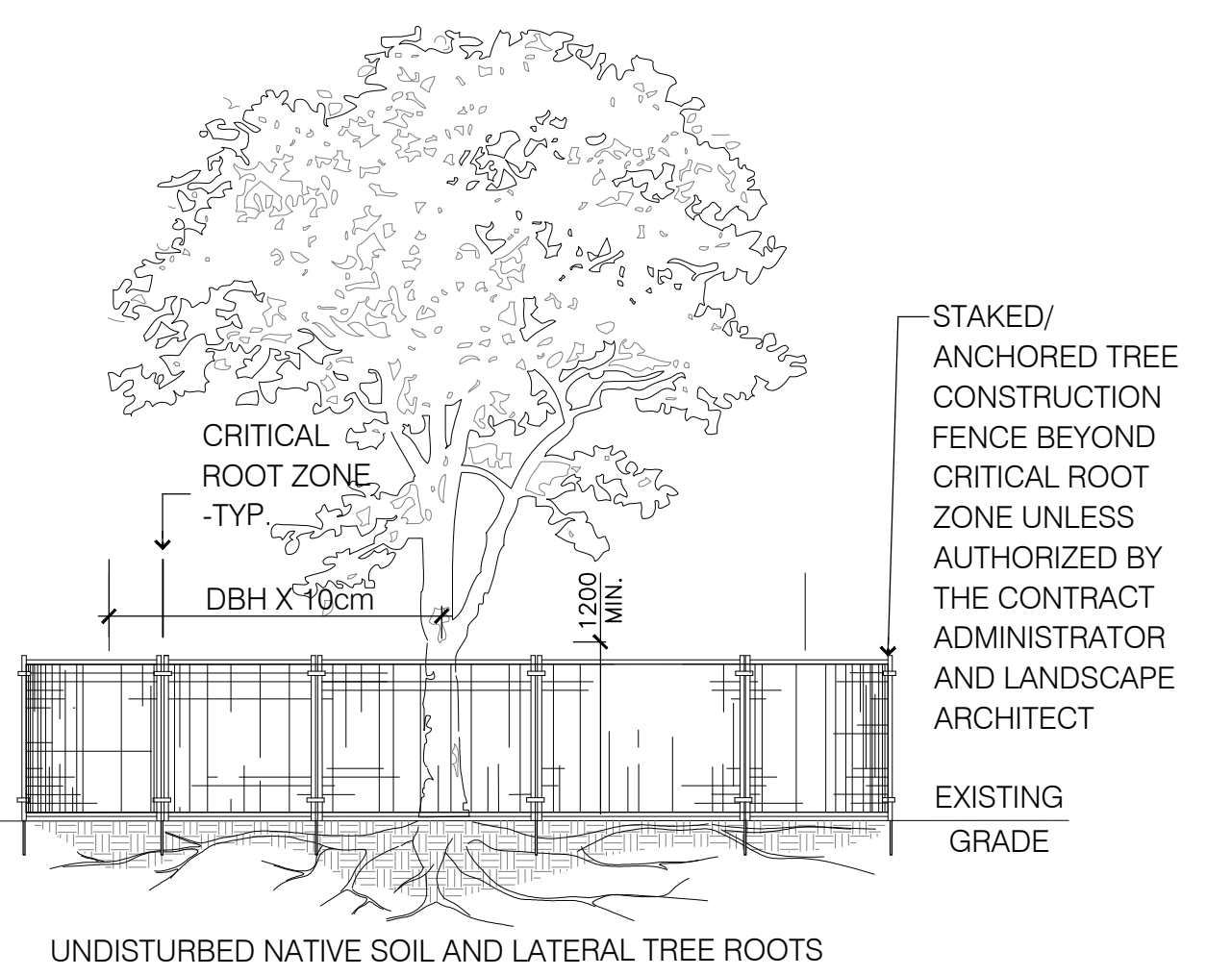
DRAWING TITLE:
PRELIMINARY LANDSCAPE PLAN

DATE: 2020/07/13 DRAWING NO.:
SCALE: 1:200
DRAWN BY: S.X.
LA PROJECT NO. 20765-1 **L-100**

1 HILLSIDE APARTMENTS LANDRIC HOMES- PRELIMINARY LANDSCAPE PLAN

NOTES:
THE FOLLOWING PROTECTION MEASURES MUST BE IMPLEMENTED FOR RETAINED TREES, BOTH WITHIN THE WORK AREA AND ON ADJACENT PARCELS.

1. UNDER THE GUIDANCE OF AN ARBORIST, ERECT A MODULAR FENCE AT THE CRITICAL ROOT ZONE (CRZ) OF TREES WHERE THE CRZ IS ESTABLISHED AS BEING 10 CENTIMETERS FROM THE TRUNK FOR EVERY CENTIMETER OF TRUNK DIAMETER AT BREAST HEIGHT.
2. TREE PROTECTION SHALL BE ERECTED TO PROVIDE A CONTINUOUS BARRICADE BETWEEN DESIGNATED TREES AND THE WORK AREA PRIOR TO CONSTRUCTION.
3. TUNNEL OR BORE WHEN DIGGING WITHIN THE CRZ OF A TREE.
4. ENSURE ALL EQUIPMENT AND CONSTRUCTION RELATED MATERIAL ARE NOT PLACED OR TEMPORARILY STORED WITHIN THE CRZ.
5. ENSURE EXHAUST FUMES FROM ALL EQUIPMENT ARE NOT DIRECTED TOWARDS ANY TREE'S CANOPY.
6. FLOODING OR DEPOSITION OF SEDIMENT SHALL BE PREVENTED WHERE TREES ARE LOCATED.
7. ALL DISTURBED ROOT SYSTEMS SHALL BE EXPOSED AND BACKFILLED IN ONE CONTINUOUS OPERATION TO MINIMIZE DESICCATION.
8. EXPOSED ROOTS SHALL BE KEPT CONTINUOUSLY MOIST DURING EXCAVATION.
9. REMOVE BROKEN AND DAMAGED ROOTS WITH SHARP PRUNING SHEARS.
10. THE TREE PROTECTION MODULAR FENCE IS TEMPORARY, SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION OPERATIONS, AND SHALL BE REMOVED UPON COMPLETION OF WORK WHEN AGREED TO BY THE CONTRACT ADMINISTRATOR AND LANDSCAPE ARCHITECT.



LEGEND

- EXISTING DECIDUOUS TREE TO REMAIN (No. 17&18)
- TREE PRESERVATION FENCE (TEMPORARY)
- PROPERTY LINE

2 TREE PROTECTION FENCE