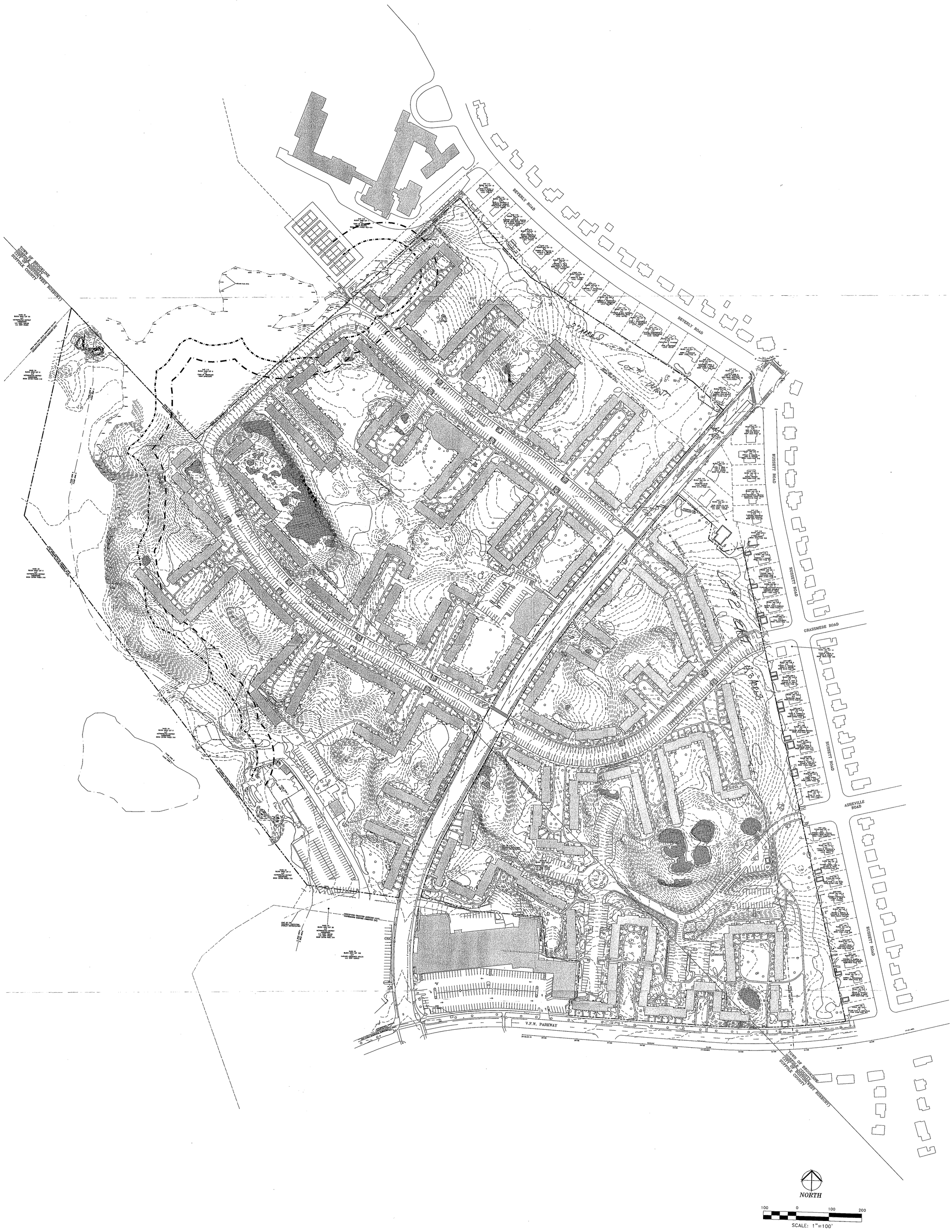
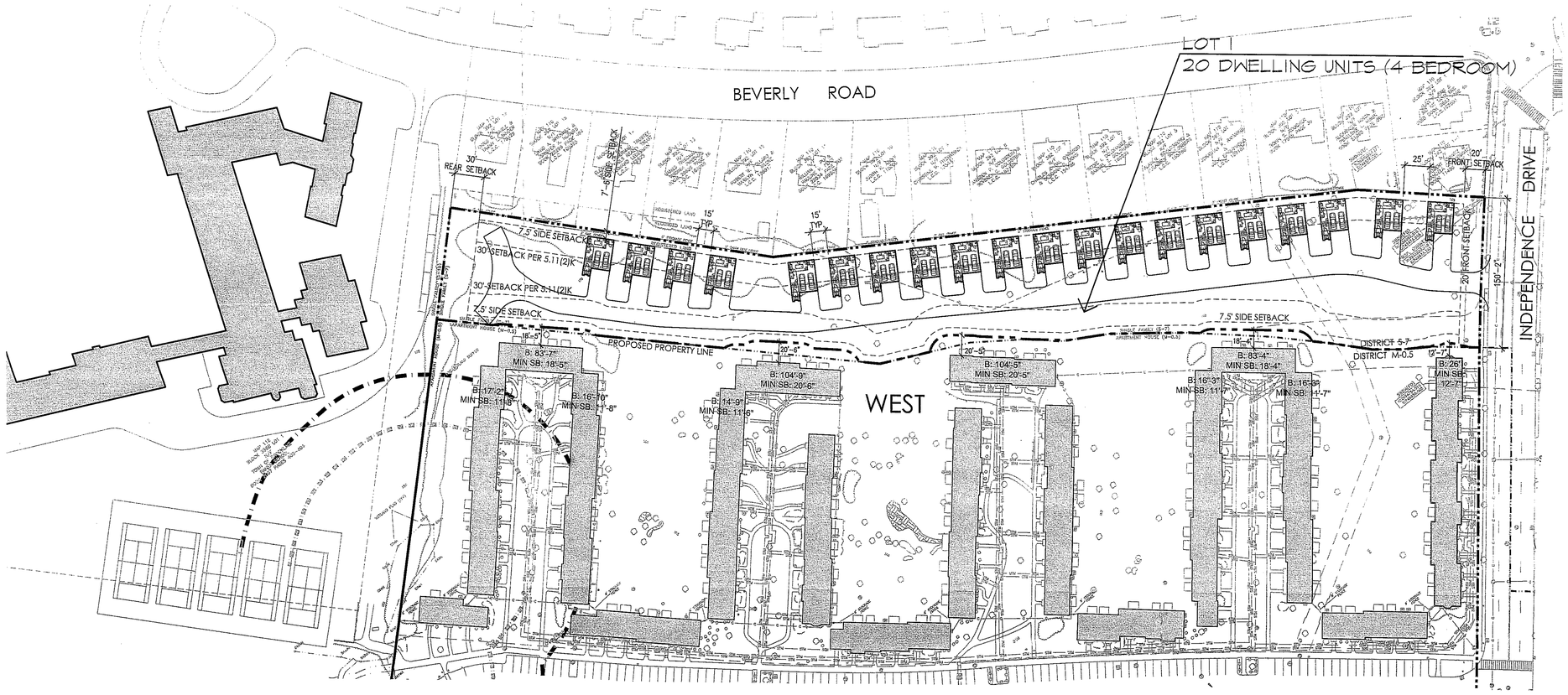


HANCOCK VILLAGE EXISTING CONDITIONS PLAN



LOT 1

DWELLING UNITS: S-7	
AREA OF LOT 1	120,820 S.F.
AREA OF LOT 1 / 7,000 = BASE DENSITY	17
20% BONUS PER 5.11; 2; D-2	3
TOTAL DWELLING UNITS ALLOWED	20
PROPOSED NEW UNITS	20

GROSS FLOOR AREA	
MAX FAR ALLOWED	.35
LOT AREA	120,820 S.F.
MAX GFA ALLOWED	42,287 S.F.
PROPOSED GFA (20 UNITS @ 1934 S.F./UNIT)	38,680 S.F. (.32 FAR)

PARKING	
REQUIRED PARKING	40 SPACES (2/UNIT)
EXISTING PARKING	0
PARKING REMOVED	0
PROPOSED PARKING:	
GARAGE	40 SPACES
TOTAL	40 SPACES

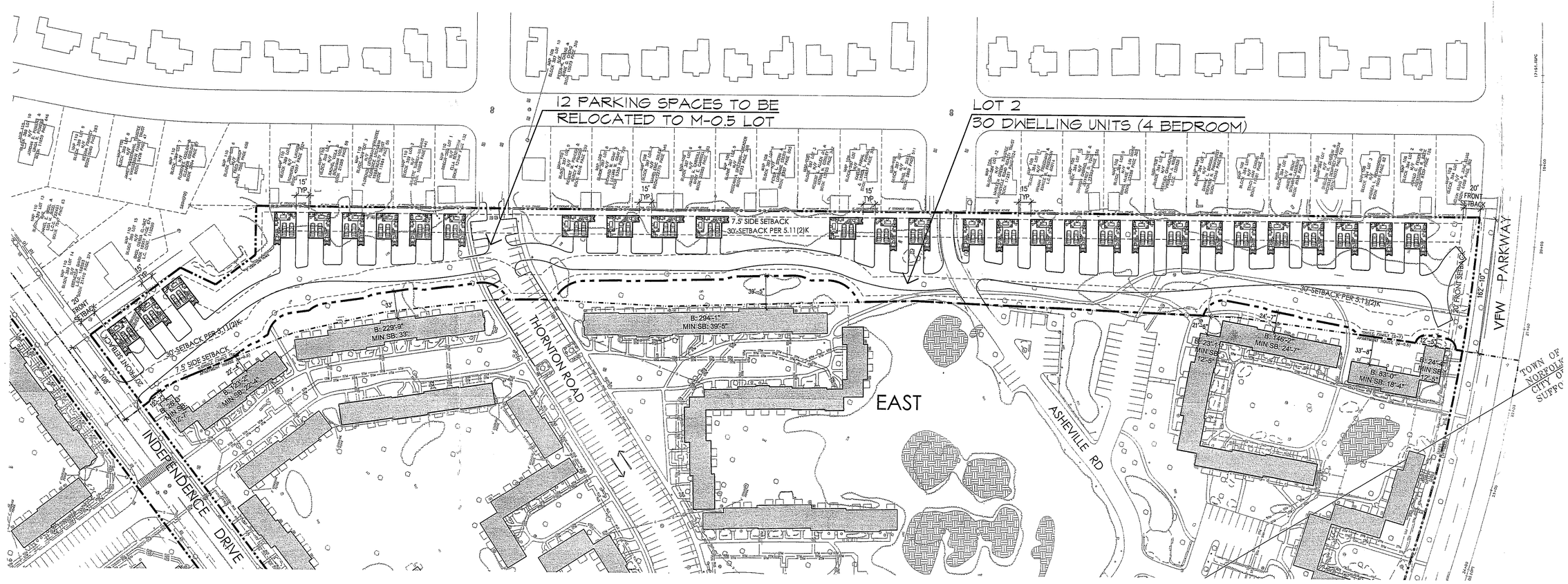
OPEN SPACE	REQUIRED	PROPOSED
LANDSCAPED	10% OF GFA: 3,287 S.F.	72,577
USEABLE	30% OF GFA: 9,863 S.F.	72,577

PROPOSED LEGEND

- PROPERTY LINE
- ZONING DISTRICT LINE
- BUILDING SETBACK LINE
- INTERNAL LOT LINE
- B: XX'-X" — LENGTH OF BUILDING
- MIN SB: XX'-X" — MINIMUM M0.5 PROPERTY LINE SETBACK DIMENSION; CALCULATED USING FORMULA

0' 30' 60' 120'

LOT 1 - WEST OF INDEPENDENCE DRIVE - 20 DETACHED 4 BEDROOM DWELLING UNITS
Scale: 1" =60'-0"



LOT 2

DWELLING UNITS: S-7	
AREA OF LOT 2	181,375 S.F.
AREA OF LOT 1 / 7,000 = BASE DENSITY	26
20% BONUS PER 5.11; 2; D-2	5
TOTAL DWELLING UNITS ALLOWED	31
PROPOSED NEW UNITS	30

GROSS FLOOR AREA	
MAX FAR ALLOWED	.35
LOT AREA	181,375 S.F.
MAX GFA ALLOWED	63,481 S.F.
PROPOSED GFA (30 UNITS @ 1934 S.F./UNIT)	58,020 S.F. (.32 FAR)

PARKING	
REQUIRED PARKING	60 SPACES (2/UNIT)
EXISTING PARKING REMOVED	12
EXISTING PARKING RELOCATED	12
PROPOSED PARKING:	
GARAGE	60 SPACES
TOTAL	60 SPACES

OPEN SPACE	REQUIRED	PROPOSED
LANDSCAPED	10% OF GFA: 5,028 S.F.	99,297
USEABLE	30% OF GFA: 15,085 S.F.	99,297

PROPOSED LEGEND

- PROPERTY LINE
- ZONING DISTRICT LINE
- BUILDING SETBACK LINE
- INTERNAL LOT LINE
- B: XX'-X" — LENGTH OF BUILDING
- MIN SB: XX'-X" — MINIMUM M0.5 PROPERTY LINE SETBACK DIMENSION; CALCULATED USING FORMULA 10'+(L/10) WHERE L=THE ENTIRE LENGTH OF THE BUILDING

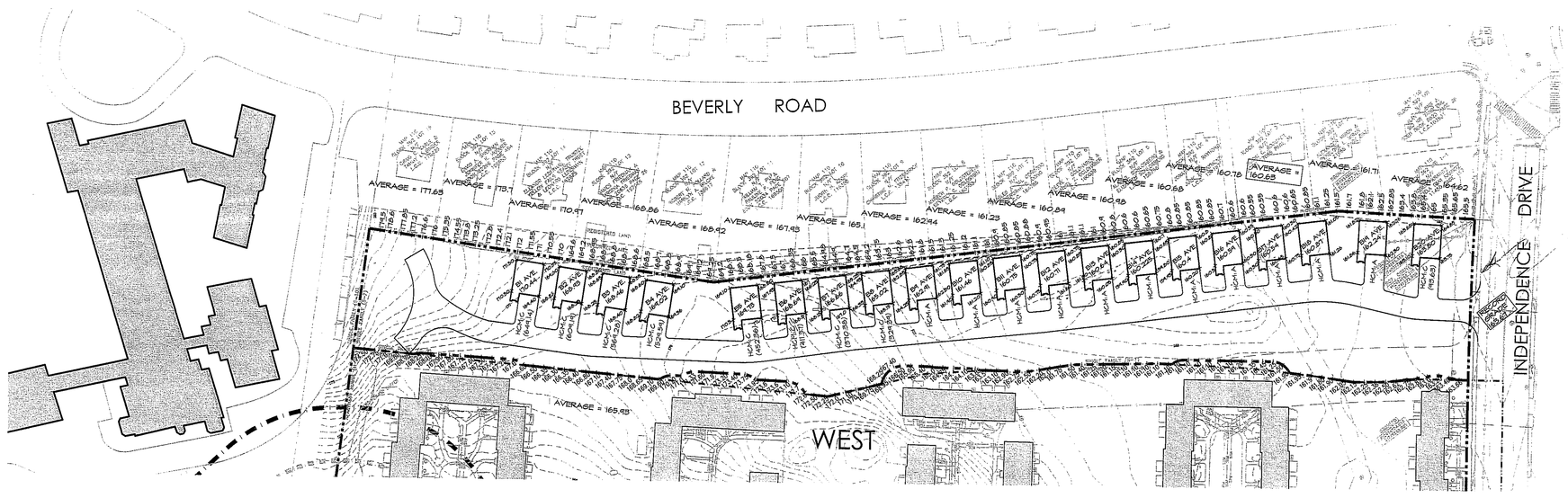
0' 30' 60' 120'

LOT 2 - EAST OF INDEPENDENCE DRIVE - 30 DETACHED 4 BEDROOM DWELLING UNITS
Scale: 1" = 60'-0"

DRAFT

HANCOCK VILLAGE - S-7 DISTRICT SPECIAL PERMIT CLUSTER SUBDIVISION WITH DETACHED SINGLE FAMILY UNITS PER SECTION 5.11

STANTEC PLANNING AND LANDSCAPE ARCHITECTURE
MARCH 31, 2010



LOT 1 - WEST OF INDEPENDENCE DRIVE - 16 DETACHED 4 BEDROOM DWELLING UNITS HEIGHT CALCULATIONS

Scale: 1' =60'-0'

PROPOSED BUILDINGS: INDEPENDENCE DRIVE WEST

MEAN GRADE CALCULATIONS OF NATURAL GROUND ARE BASED ON SPOT ELEVATIONS AT THE FOUR CORNERS OF EACH PROPOSED BUILDING.

WHERE MEAN GRADE IS LOWER THAN THE RECORD GRADE (163.67)

HCM A: RECORD GRADE + 35' MAX. BUILDING HEIGHT ALLOWANCE.

BUILDING 9: 163.67 + 35 = 198.67

BUILDING 10: 163.67 + 35 = 198.67

BUILDING 11: 163.67 + 35 = 198.67

BUILDING 12: 163.67 + 35 = 198.67

BUILDING 13: 163.67 + 35 = 198.67

BUILDING 14: 163.67 + 35 = 198.67

BUILDING 15: 163.67 + 35 = 198.67

BUILDING 16: 163.67 + 35 = 198.67

BUILDING 17: 163.67 + 35 = 198.67

BUILDING 18: 163.67 + 35 = 198.67

BUILDING 19: 163.67 + 35 = 198.67

PROPOSED BUILDINGS: INDEPENDENCE DRIVE WEST

MEAN GRADE CALCULATIONS OF NATURAL GROUND ARE BASED ON SPOT ELEVATIONS AT THE FOUR CORNERS OF EACH PROPOSED BUILDING.

WHERE MEAN GRADE IS HIGHER THAN BOTH THE RECORD GRADE AT THE STREET (163.67) AND THE MEAN NATURAL GRADE OF THE LOWEST ABUTTING LOT AT THE LOT LINE (160.63)

HCM C: MEAN NATURAL GRADE OF LOWEST ABUTTING LOT + 1/4 OF THE CLOSEST DISTANCE FROM PROPOSED BUILDING TO LOWEST ABUTTING LOT + 35' MAX. BUILDING HEIGHT ALLOWANCE.

BUILDING 1: 160.63 +162.29 +35 = 357.92

BUILDING 2: 160.63 +152.3 +35 = 347.93

BUILDING 3: 160.63 +142.32 +35 = 337.95

BUILDING 4: 160.63 +132.40 +35 = 328.03

BUILDING 5: 160.63 +113.09 +35 = 308.72

BUILDING 6: 160.63 +102.84 +35 = 298.47

BUILDING 7: 160.63 +92.60 +35 = 288.23

BUILDING 8: 160.63 +82.35 +35 = 277.98

BUILDING 20: 160.63 +23.40 +35 = 219.03

PROPOSED LEGEND

PROPERTY LINE

ZONING DISTRICT LINE

INTERNAL LOT LINE

HCM (DISTANCE TO LOWEST LOT LINE) — HEIGHT CALCULATION METHOD PER 5.30-1

PROPOSED BUILDINGS: INDEPENDENCE DRIVE EAST

NORTHERN HALF

MEAN GRADE CALCULATIONS OF NATURAL GROUND ARE BASED ON SPOT ELEVATIONS AT THE FOUR CORNERS OF EACH PROPOSED BUILDING.

WHERE MEAN GRADE IS HIGHER THAN THE RECORD GRADE (161.2) AND LOWER THAN THE MEAN NATURAL GRADE OF THE LOWEST ABUTTING LOT AT THE LOT LINE (164.84)

HCM B: MEAN GRADE + 35' MAX. BUILDING HEIGHT ALLOWANCE.

BUILDING 21: 162.16 + 35 = 197.16

BUILDING 22: 163.30 + 35 = 198.30

BUILDING 23: 164.61 + 35 = 199.61

PROPOSED BUILDINGS: INDEPENDENCE DRIVE EAST

NORTHERN HALF

MEAN GRADE CALCULATIONS OF NATURAL GROUND ARE BASED ON SPOT ELEVATIONS AT THE FOUR CORNERS OF EACH PROPOSED BUILDING.

WHERE MEAN GRADE IS HIGHER THAN BOTH THE RECORD GRADE AT THE STREET (161.2) AND THE MEAN NATURAL GRADE OF THE LOWEST ABUTTING LOT AT THE LOT LINE (164.84)

HCM C: MEAN NATURAL GRADE OF LOWEST ABUTTING LOT + 1/4 OF THE CLOSEST DISTANCE FROM PROPOSED BUILDING TO LOWEST ABUTTING LOT + 35' MAX. BUILDING HEIGHT ALLOWANCE.

BUILDING 24: 164.84 + 5.57 +35 = 205.41

BUILDING 25: 164.84 + 15.89 +35 = 215.73

BUILDING 26: 164.84 + 26.14 +35 = 225.98

BUILDING 27: 164.84 + 36.39 +35 = 236.23

BUILDING 28: 164.84 + 46.57 +35 = 246.41

BUILDING 29: 164.84+ 56.89 +35 = 256.73

BUILDING 30: 164.84 + 106.23 +35 = 306.07

BUILDING 31: 164.84 + 102.84 +35 = 302.68

BUILDING 32: 164.84 + 118.25 +35 = 318.09

BUILDING 33: 164.84 + 133.29 +35 = 333.13

PROPOSED BUILDINGS: INDEPENDENCE DRIVE EAST

SOUTHERN HALF

MEAN GRADE CALCULATIONS OF NATURAL GROUND ARE BASED ON SPOT ELEVATIONS AT THE FOUR CORNERS OF EACH PROPOSED BUILDING.

WHERE MEAN GRADE IS HIGHER THAN THE RECORD GRADE (156.4) AND LOWER THAN THE MEAN NATURAL GRADE OF THE LOWEST ABUTTING LOT AT THE LOT LINE (158.91)

HCM B: MEAN GRADE + 35' MAX. BUILDING HEIGHT ALLOWANCE.

BUILDING 47: 158.29 + 35 = 193.29

BUILDING 48: 158.23 + 35 = 193.23

PROPOSED BUILDINGS: INDEPENDENCE DRIVE EAST

SOUTHERN HALF

MEAN GRADE CALCULATIONS OF NATURAL GROUND ARE BASED ON SPOT ELEVATIONS AT THE FOUR CORNERS OF EACH PROPOSED BUILDING.

WHERE MEAN GRADE IS HIGHER THAN BOTH THE RECORD GRADE AT THE STREET (156.4) AND THE MEAN NATURAL GRADE OF THE LOWEST ABUTTING LOT AT THE LOT LINE (158.91)

HCM C: MEAN NATURAL GRADE OF LOWEST ABUTTING LOT + 1/4 OF THE CLOSEST DISTANCE FROM PROPOSED BUILDING TO LOWEST ABUTTING LOT + 35' MAX. BUILDING HEIGHT ALLOWANCE.

BUILDING 34: 158.91 + 135.51 + 35 = 329.42

BUILDING 35: 158.91 + 125.26 +35 = 319.17

BUILDING 36: 158.91 + 115.01 +35 = 308.92

BUILDING 37: 158.91 + 98.38 +35 = 292.29

BUILDING 38: 158.91 + 88.14 + 35 = 282.05

BUILDING 39: 158.91 + 77.89 +35 = 271.80

BUILDING 40: 158.91 + 67.64 +35 = 261.55

BUILDING 41: 158.91 + 57.40 +35 = 251.31

BUILDING 42: 158.91 + 47.15 +35 = 241.06

BUILDING 43: 158.91 + 36.91 +35 = 230.82

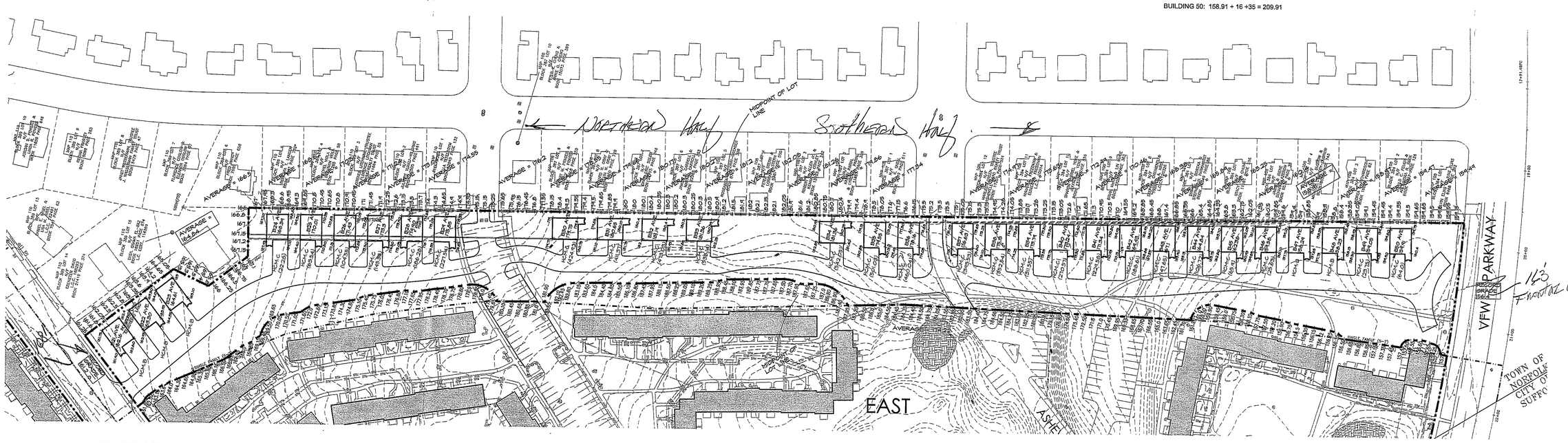
BUILDING 44: 158.91 + 26.68 +35 = 220.59

BUILDING 45: 158.91 + 16.48 +35 = 210.39

BUILDING 46: 158.91 + 6.41 +35 = 200.32

BUILDING 49: 158.91 + 5.94 +35 = 199.85

BUILDING 50: 158.91 + 16 +35 = 209.91



PROPOSED LEGEND

PROPERTY LINE

ZONING DISTRICT LINE

INTERNAL LOT LINE

HCM (DISTANCE TO LOWEST LOT LINE) — HEIGHT CALCULATION METHOD PER 5.30-1

LOT 2 - EAST OF INDEPENDENCE DRIVE - 25 DETACHED 4 BEDROOM DWELLING UNITS HEIGHT CALCULATIONS

Scale: 1' = 60'-0'

DRAFT

HANCOCK VILLAGE - S-7 DISTRICT SPECIAL PERMIT CLUSTER SUBDIVISION WITH DETACHED SINGLE FAMILY UNITS PER SECTION 5.11 HEIGHT CALCULATIONS

STANTEC PLANNING AND LANDSCAPE ARCHITECTURE

APRIL 6, 2010

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