

2550 127 Avenue SW

Planning + Test-Fit Analysis
October 16, 2018



Prepared for WestOak Development Ltd.

TABLE OF CONTENTS

1.0 Introduction

2.0 Site Information

2.1 Existing Site

2.2 Ward Councillor

3.0 Plans in Effect

3.1 Heritage Valley Town Centre Neighbourhood Area Structure Plan (NASP)

3.2 Zoning Bylaw

4.0 Massing + Test-Fit

4.1 Option 1

4.2 Option 2

5.0 Summary

Appendix



LOCATION MAP 1

1.0 INTRODUCTION

WestOak is considering the development of the lands located at 2550 127 Street SW (the “Site”) within the future town centre of Heritage Valley in the City of Edmonton. The Site has an area of approximately 1.51 hectares (3.73 acres) and is zoned Agricultural (AG), pursuant to City of Edmonton Bylaw 12800. Heritage Valley is located in southwest Edmonton, specifically west of Calgary Trail (Highway 2) between the Transportation and Utility Corridor and the southern City boundary (41 Avenue SW).

WestOak has engaged DIALOG to prepare a zoning and test-fit analysis to determine what yields can be achieved on the Site for seniors and market rental housing. Two options are considered in this analysis Option 1 includes the realignment of 28 Avenue SW to the north of the site and Option 2 includes the realignment of 28 Avenue SW as per the Heritage Valley Town Centre Neighbourhood Structure Plan (NASP). In preparation of same, DIALOG has considered the following:

- potential configuration of the development;
- maximizing the development beyond the purview of the NASP (up to 16-storeys)'
- floor area ratio + gross floor area (excluding parking);
- building heights; and
- number of dwelling units.

Please note that a survey of the Site was not provided to DIALOG. As such, land areas and gross floor areas should be confirmed upon receipt of same.

While the Site is currently zoned Agricultural, the area is envisioned to be a medium density mixed use community that is transit oriented in nature, as per the Heritage Valley Town Centre Neighbourhood Area Structure Plan. Development is expected to include a high level of urban design, which interfaces with the major transportation connections and introduces focal points into the vicinity to reinforce the sense of place for the area, and pedestrian-friendly streets. The transportation concept includes a grid-like design to support movement throughout the centre and multi-modal connectivity. This concept also identifies a future configuration of streets which would bisect the Site, likely impacting the development potential.

The following test-fit analysis will explore a concept for development which contemplates repositioning this road so that it does not bisect the Site.



CONTEXT - MAP 1



LOCATION MAP 1

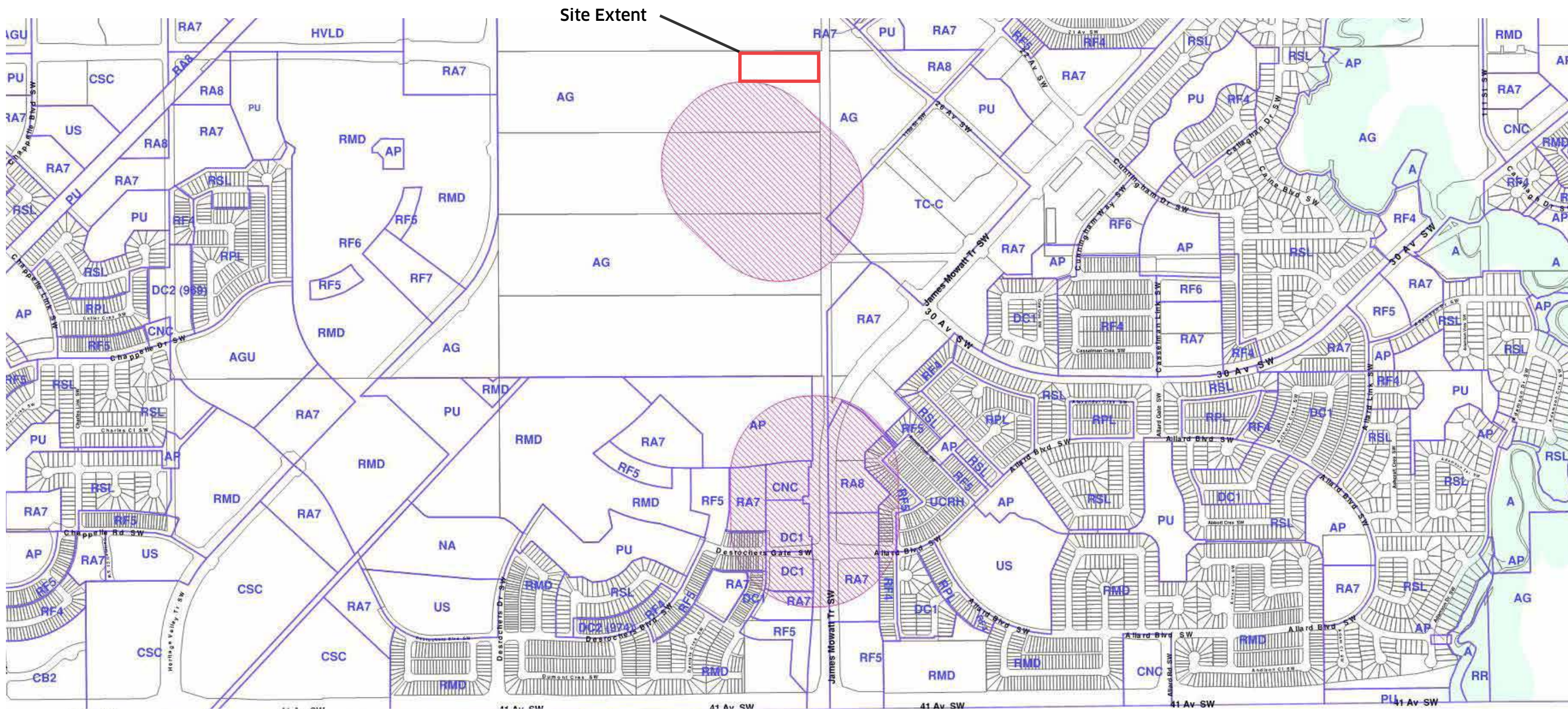
2.0 SITE INFORMATION

2.1 Existing Site

The Site is located at 2550 127 Street SW, and is generally bounded by 127 Street to the east, an unmarked dirt road to the north, and farmland to the south and west. The Site is currently developed as a single family dwelling and is used for residential purposes. Residential and commercial development has occurred recently in the area to the east of the Site in the Rutherford and Callaghan neighbourhoods. These neighbourhoods are comprised of predominantly residential uses with single family houses and multi-family units, as well as a nearby retail shopping centre with a Real Canadian Superstore, Shoppers Drug Mart, Domino's and Subway. Edmonton Fire Station 28 is also located directly to the east of the site. North of the Site is land currently used for agriculture. However, this area to the north of the site is the proposed location of the new proposed south Edmonton hospital.

2.2 Ward Councillor

The Site is located in Ward 9. The local councillor is Councillor Tim Cartmell.



LOCATION + ZONING - MAP 2



Heritage Valley Town Centre NASP
Land Use Concept Map

TOWN CENTRE NASP - MAP 3

3.0 PLANS IN EFFECT

3.1 Heritage Valley Town Centre

The purpose of the Heritage Valley Town Centre Neighbourhood Area Structure Plan (NASP) is to establish a general planning framework for future development and servicing consistent with the broad planning intentions of the Town Centre in the Heritage Valley Servicing Concept Design Brief (SCDB). The NASP articulates the vision for the Town Centre by describing the following key features of the plan:

- The location and configuration of residential, commercial, office, institutional, parks and open spaces, and public utility land uses;
- The street and pedestrian network systems;
- Light Rail Transit (LRT) route;
- Mix of uses (residential, commercial, office and institutional) and higher intensity land uses consistent with transit-oriented development;
- Design policies and objectives describing the intended urbanized character of the Town Centre;
- A concept to provide required utility infrastructure; and
- The implementation and phasing of development

Land Use Concept

The land use concept for the Town Centre includes a mix of residential, commercial, and institutional uses. The concept includes medium to high density development in close proximity to the Heritage Valley LRT Station, which transitions into lower density development as the concept expands outwards. The concept also includes a large District Activity park, as well as Stormwater Management Facilities. The site is within 400 metres of the LRT Station in the Mixed Use and Mixed Use LRT 2 zones (see Town Centre NASP - Map 3). A brief description of each has been provided below.

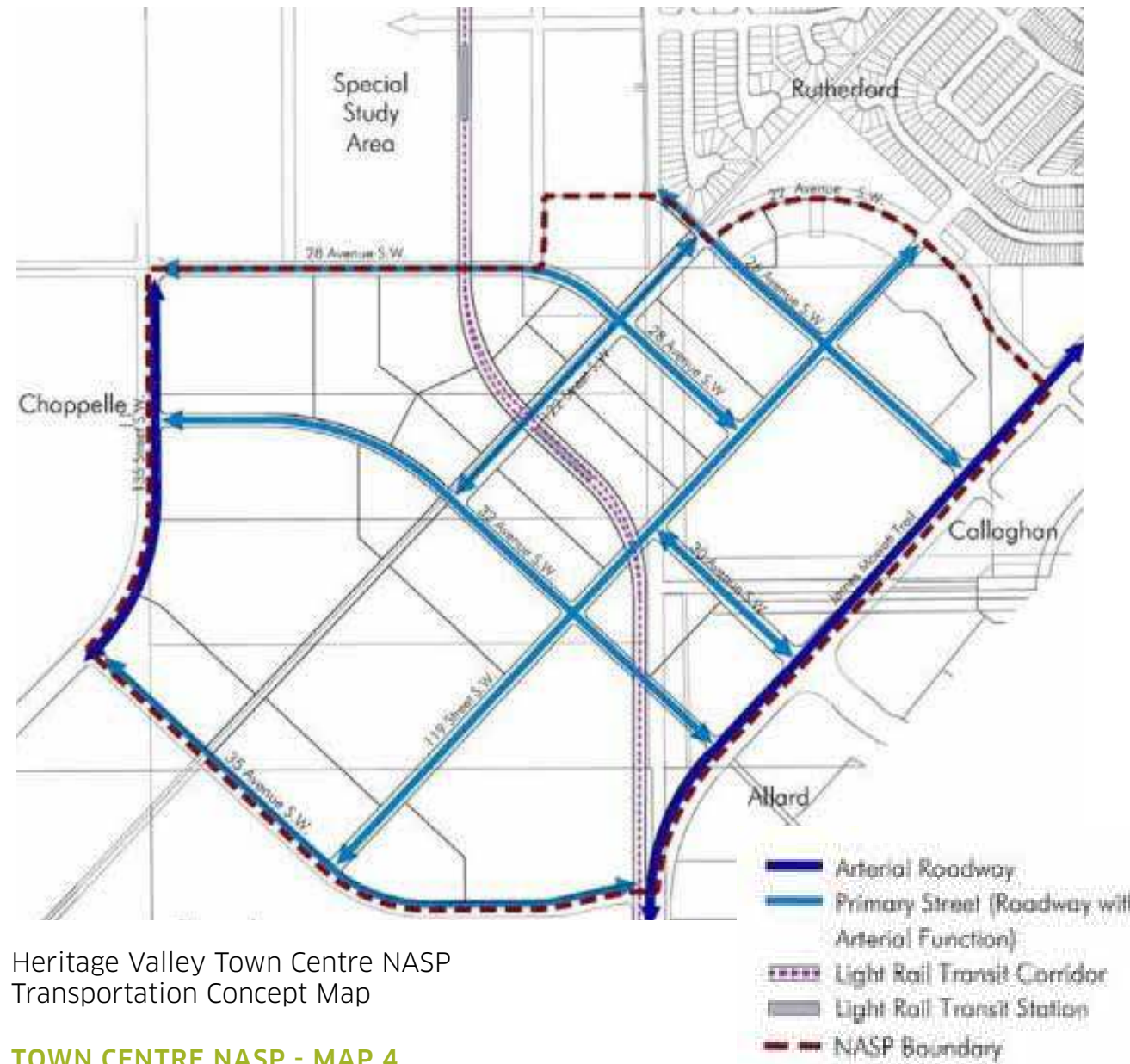
- Mixed Use** - The Mixed Use zone also allows for a mix of residential, office, commercial and institutional units, as well as a maximum of 5 storeys in height (no minimum) and 175 units/ha.
- Mixed Use LRT 2** - The Mixed Use LRT 2 zone allows for a mix of residential, office, commercial and institutional units, up to a maximum of 6 storeys in height (4 storey minimum) and 225 units/ha.

Development proposals that contemplate heights and densities beyond the permissions in the NASP will require an amendment to the NASP.

Transportation Concept

The transportation concept for the Town Centre strives to “ensure that the Town Centre is highly accessible for all modes of transportation and well integrated with surrounding neighbourhoods”. To achieve this, the concept moves away from the City’s typical road hierarchy of arterial/collector/local roadways and adopts a grid-based pattern to achieve a street network with a higher degree of connectivity and access. Most roadways within the Town Centre have been labeled Primary streets. These streets are intended to replace functions typical of an arterial or collector roadway, and will be designed to be pedestrian friendly and encourage interaction between various land uses and multiple modes of transportation.

The transportation concept identifies the configuration of streets throughout the town centre. Two of these future streets bisect the Site in the current concept (28 Avenue SW and 122 Street SW). These streets, including the required setbacks to support an enhanced level of design, will be impactful the development potential of the site. This configuration has been factored into the concepts for the test-fit analysis to determine the viability of development for the Site.





CITY OF EDMONTON ZONING MAP - MAP 5

3.2 Zoning

The Site is currently zoned as Agricultural Zoning (AG), pursuant to the City of Edmonton Zoning Bylaw 12800. (See City of Edmonton Zoning Map - Map 4). The zone permits a range of agricultural uses. As such, a rezoning is required to meet the development objectives outlined in the NASP or any other development on the site. The NASP states that rezoning can either be to a Special Area Zone or Site Specific Development Control Provision (DC2). The rezoning process will be confirmed through discussions with the City of Edmonton Administration. The development proposal should be in keeping with the policies outlined for the MU LRT 2 and MU designations in the NASP. Any development proposals that contemplate heights and densities beyond the permissions in the NASP will require an amendment to the NASP.

4.0 MASSING + TEST-FIT

The following diagrams are a test-fit of the massing envelope. A 16-storey mixed-use development is studied in the following scenario:

Option 1: Proposed location for 28 Avenue SW to the north of the Site; and

Option 2: Current location as per NASP for 28 Avenue SW through the Site.

The NASP establishes a land use concept for the Site, including urban design and planning principles for mixed use development. The two massing options both include commercial or active frontages along 28 Avenue SW, seniors housing contained in the podiums, and residential units contained in the towers.

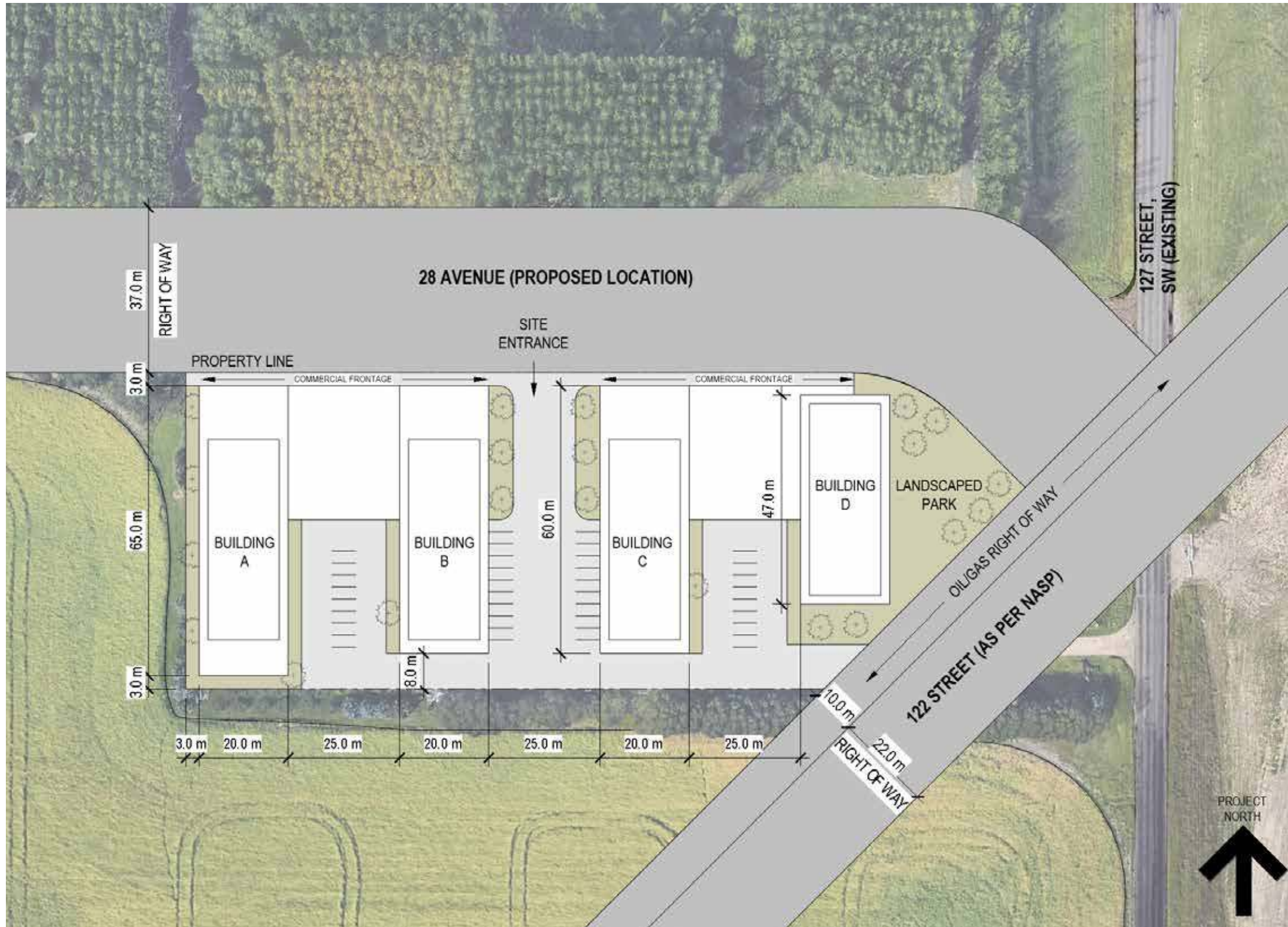
The following depicts a baseline of development for the Site based on the urban planning and design principles in the NASP, and Site constraints including the location of 28 Avenue SW.

Assumptions

In developing the massings and test-fit we made the following assumptions:

- Phasing - The development would be phased, and the phasing is to be determined.
- Amenities - amenity space will be included in each buildings, and is proposed to be on the ground floor.
- Podium - The podium will primarily include seniors housing, with active frontages at grade along 28 Avenue SW.
- Tower - The tower includes apartments as market housing.
- Mix of units - The podium and tower include a mix of studios, 1 bedroom, and 2 bedroom units.
- Average unit sizes are based on similar mixed use developments, with seniors housing as 73 sq m (785 sq ft) and residential as 75 sq m (807 sq ft).
- Floor Area Ratio - As per the City of Edmonton's Zoning Bylaw 12800, the common amenity space is not included in the FAR calculations.

OPTION 1 | SITE PLAN



ADDITIONAL NOTES

- The data listed is based on 15 and 16 storey buildings with a 2 and 5 storey podium and 13 and 11 storey tower, respectively.
- The data given for the podium is based on seniors housing, and the data given for the tower is based on market condominiums
- Property lines are approximate. An accurate survey is required.
- The locations of 28 Avenue and 122 Street were estimated based on the NASP.

SITE DATA

Site Area: 2.96 acres, (11,978 sqm) (approximate)
 Gross Floor Area (GFA) Total: 52,406 sqm
 FAR: 4.38
 Total Unit Count: 653

BUILDING A:

- Podium GFA: 6,250 sqm
- Podium Unit Count: 72 (based on 73 sqm/unit for seniors housing)
- Tower GFA: 8,261 sqm
- Tower Unit Count: 110 (based on 75 sqm/unit for seniors housing)
- Total GFA: 14,511 sqm
- Total Unit Count: 182 (based on a mix of studios, 1 bdrm, and 2 bdrm. units):

BUILDING B:

- Podium GFA: 5,750 sqm
- Podium Unit Count: 65
- Tower GFA: 8,261 sqm
- Tower Unit Count: 110
- Total GFA: 14,011 sqm
- Total Unit Count: 176 (based on a mix of studios, 1 bdrm, and 2 bdrm. units):

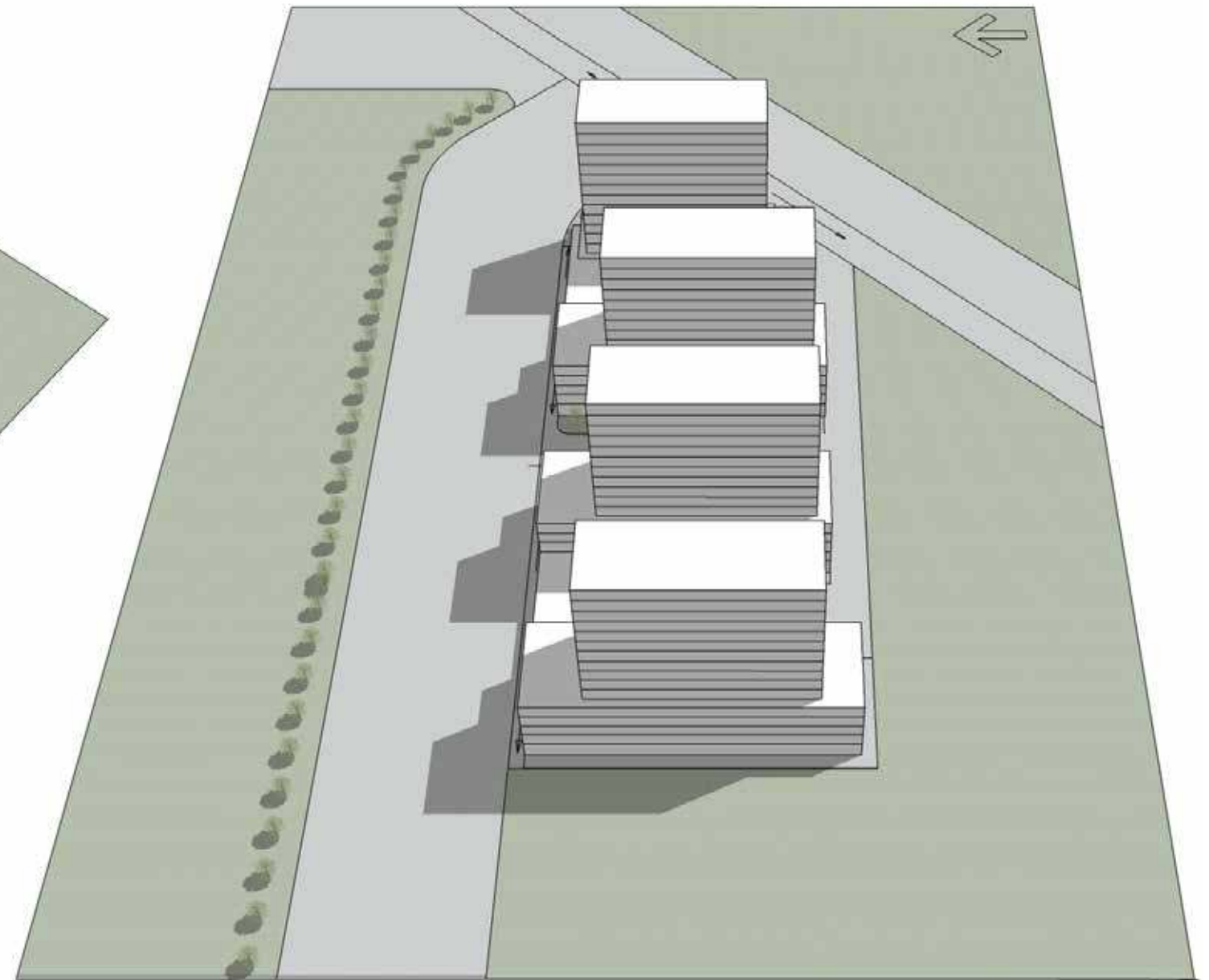
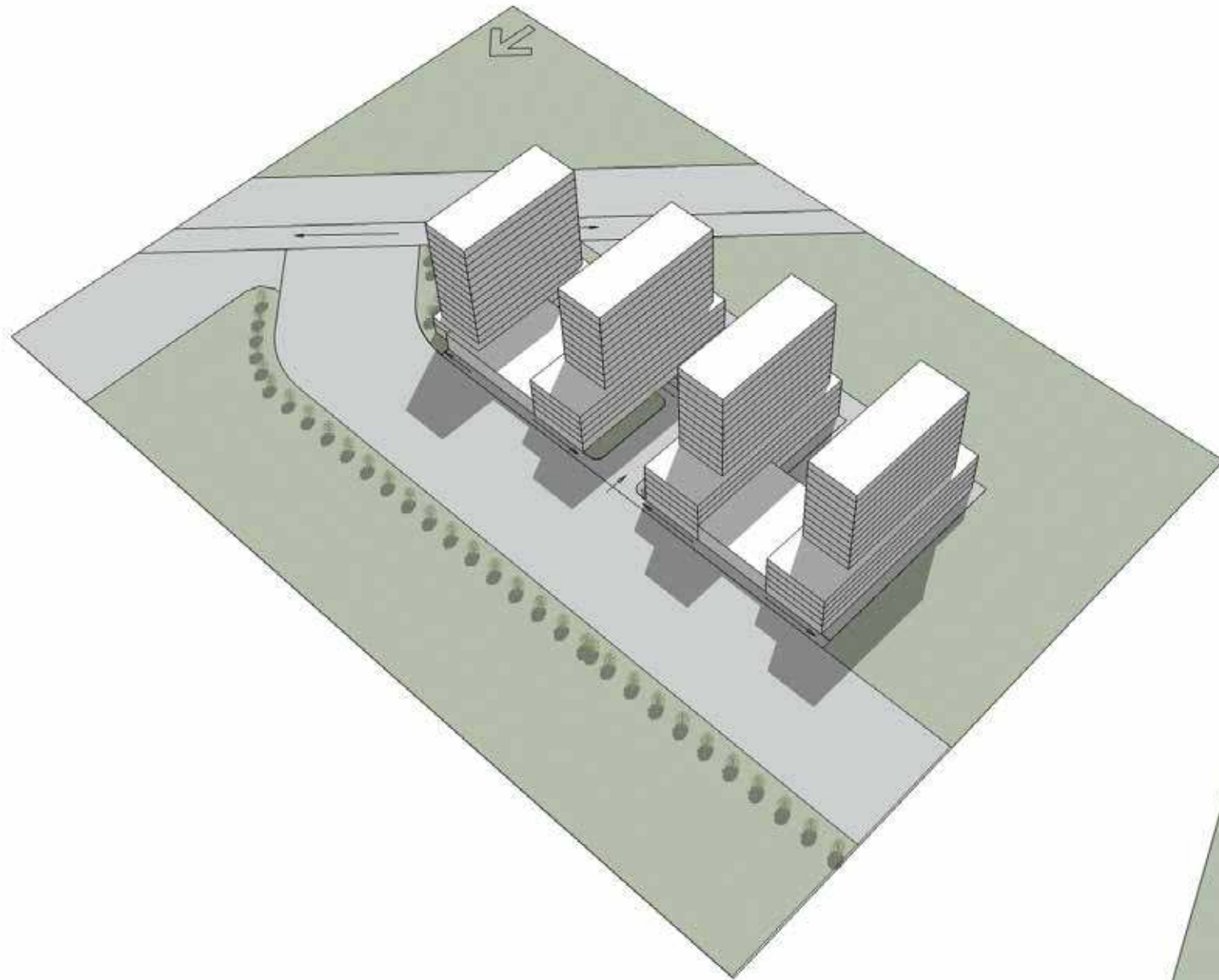
BUILDING C:

- Podium GFA: 5,750 sqm
- Podium Unit Count: 65
- Tower GFA: 7,510 sqm
- Tower Unit Count: 100
- Total GFA: 13,260 sqm
- Total Unit Count: 166 (based on a mix of studios, 1 bdrm, and 2 bdrm. units):

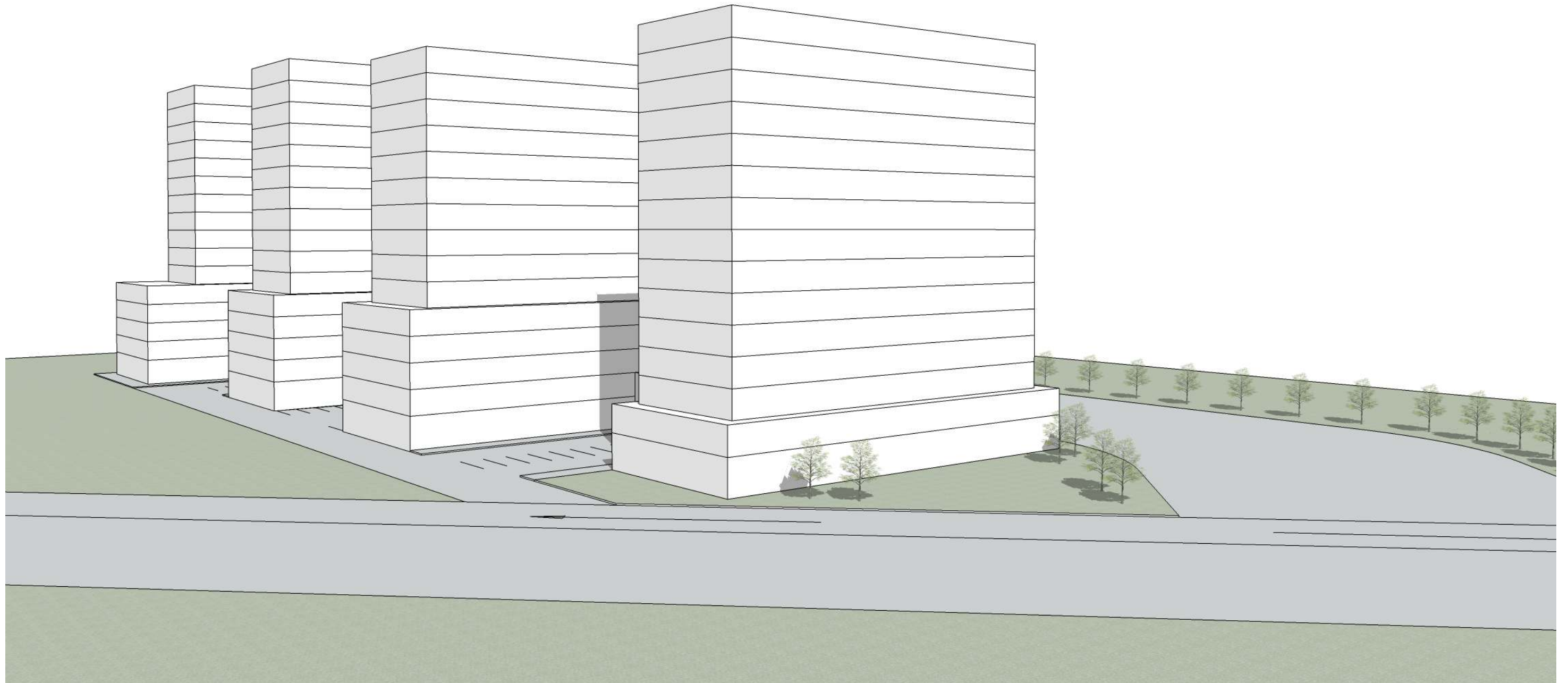
BUILDING D:

- Podium GFA: 1,680 sqm
- Podium Unit Count: 10
- Tower GFA: 8,944 sqm
- Tower Unit Count: 119
- Total GFA: 10,624 sqm
- Total Unit Count: 129 (based on a mix of studios, 1 bdrm, and 2 bdrm. units):

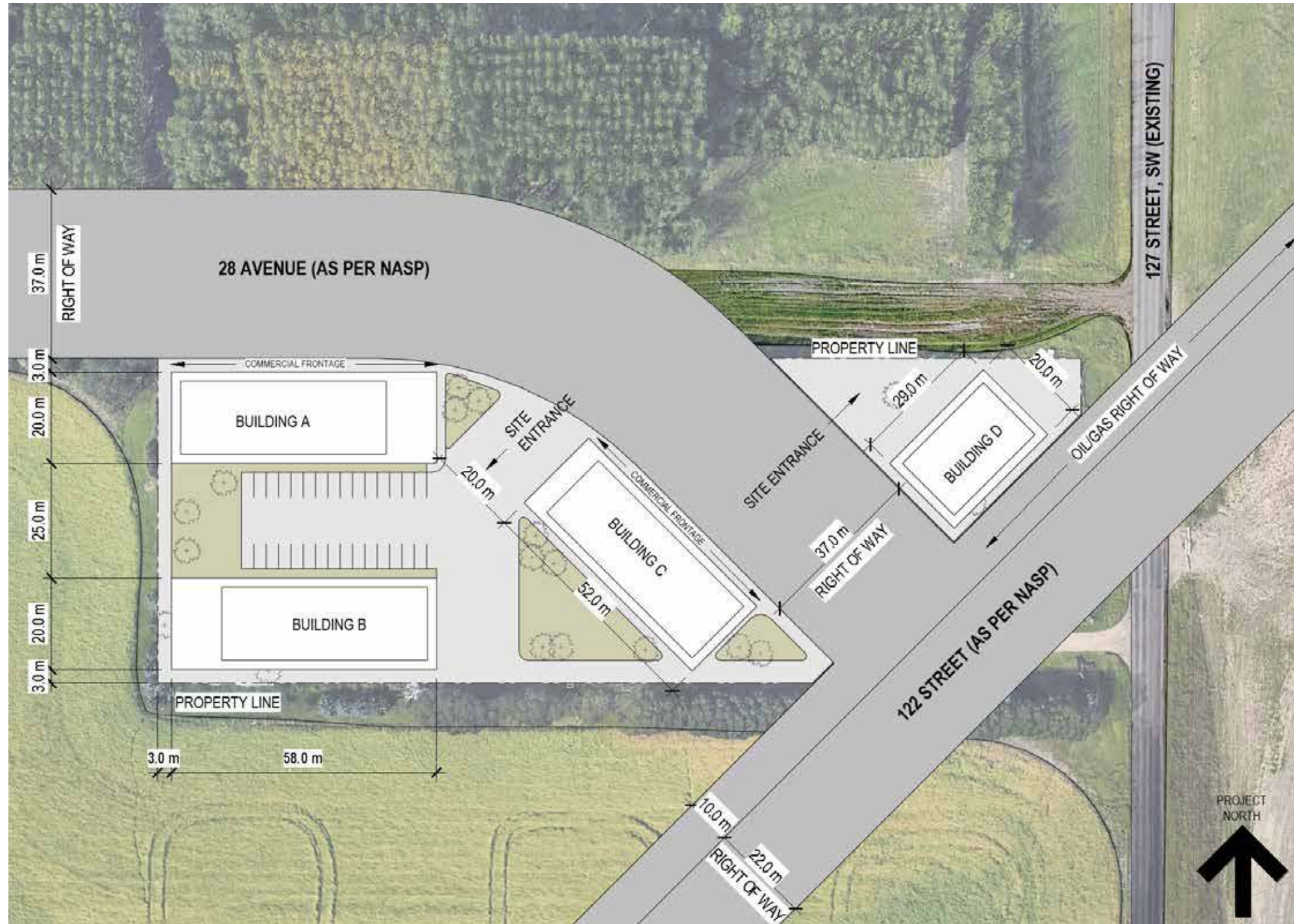
OPTION 1 | MASSING



OPTION 1 | MASSING



OPTION 2 | SITE PLAN



SITE DATA

Site Area: 2.96 acres, (9,708 sqm) (approximate)
 Gross Floor Area (GFA) Total: 47,876 sqm
 FAR: 4.93
 Total Unit Count: 615

BUILDING A:

- Podium GFA: 5,415 sqm
- Podium Unit Count: 59 (based on 73 sqm/unit for seniors housing)
- Tower GFA: 8,261 sqm
- Tower Unit Count: 110 (based on 75 sqm/unit for seniors housing)
- Total GFA: 13,676 sqm
- Total Unit Count: 169 (based on a mix of studios, 1 bdrm, and 2 bdrm. units):

BUILDING B:

- Podium GFA: 5,415 sqm
- Podium Unit Count: 74
- Tower GFA: 8,261 sqm
- Tower Unit Count: 110
- Total GFA: 13,676 sqm
- Total Unit Count: 184 (based on a mix of studios, 1 bdrm, and 2 bdrm. units):

BUILDING C:

- Podium GFA: 4,795 sqm
- Podium Unit Count: 53
- Tower GFA: 8,261 sqm
- Tower Unit Count: 110
- Total GFA: 13,056 sqm
- Total Unit Count: 163 (based on a mix of studios, 1 bdrm, and 2 bdrm. units):

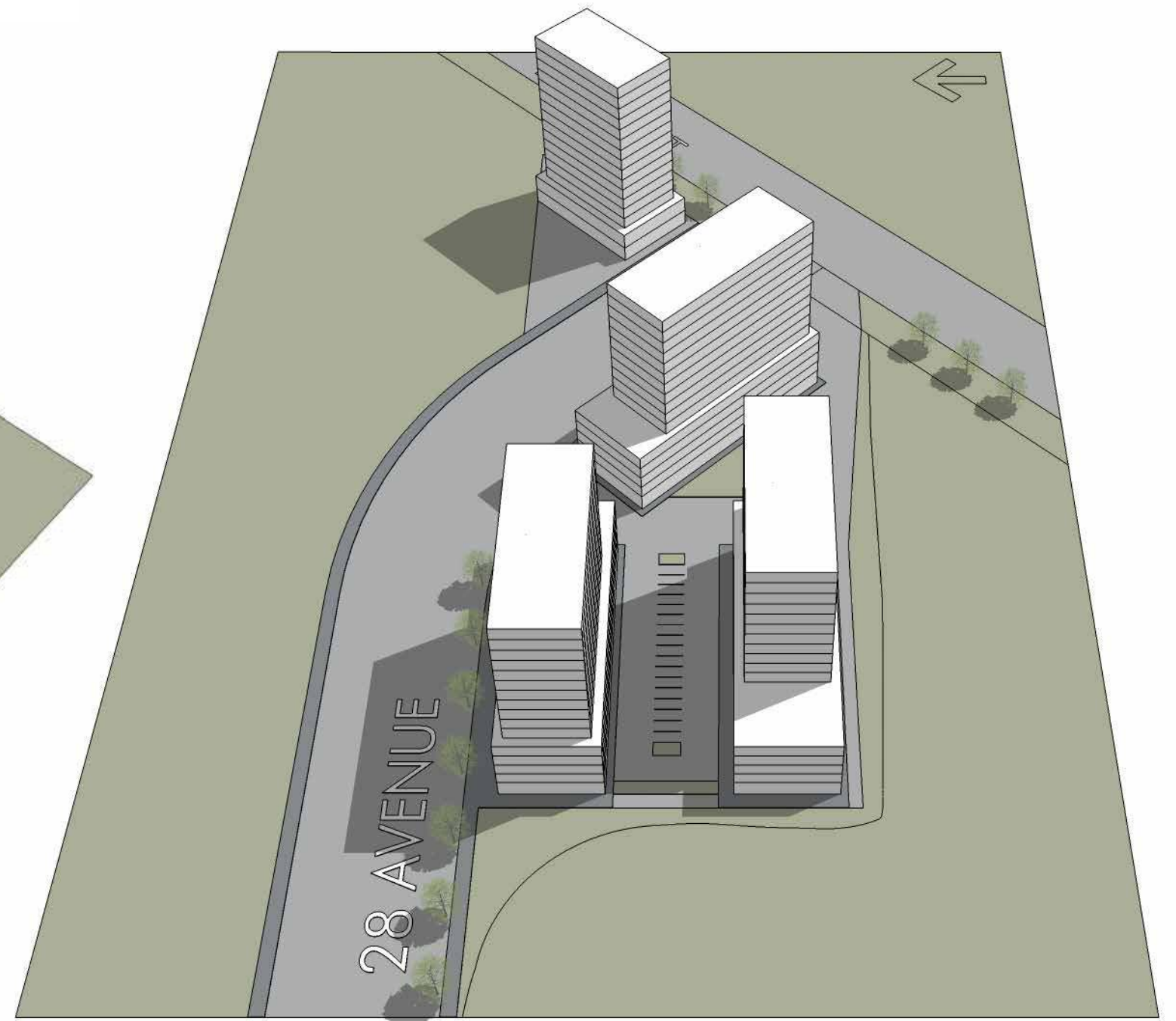
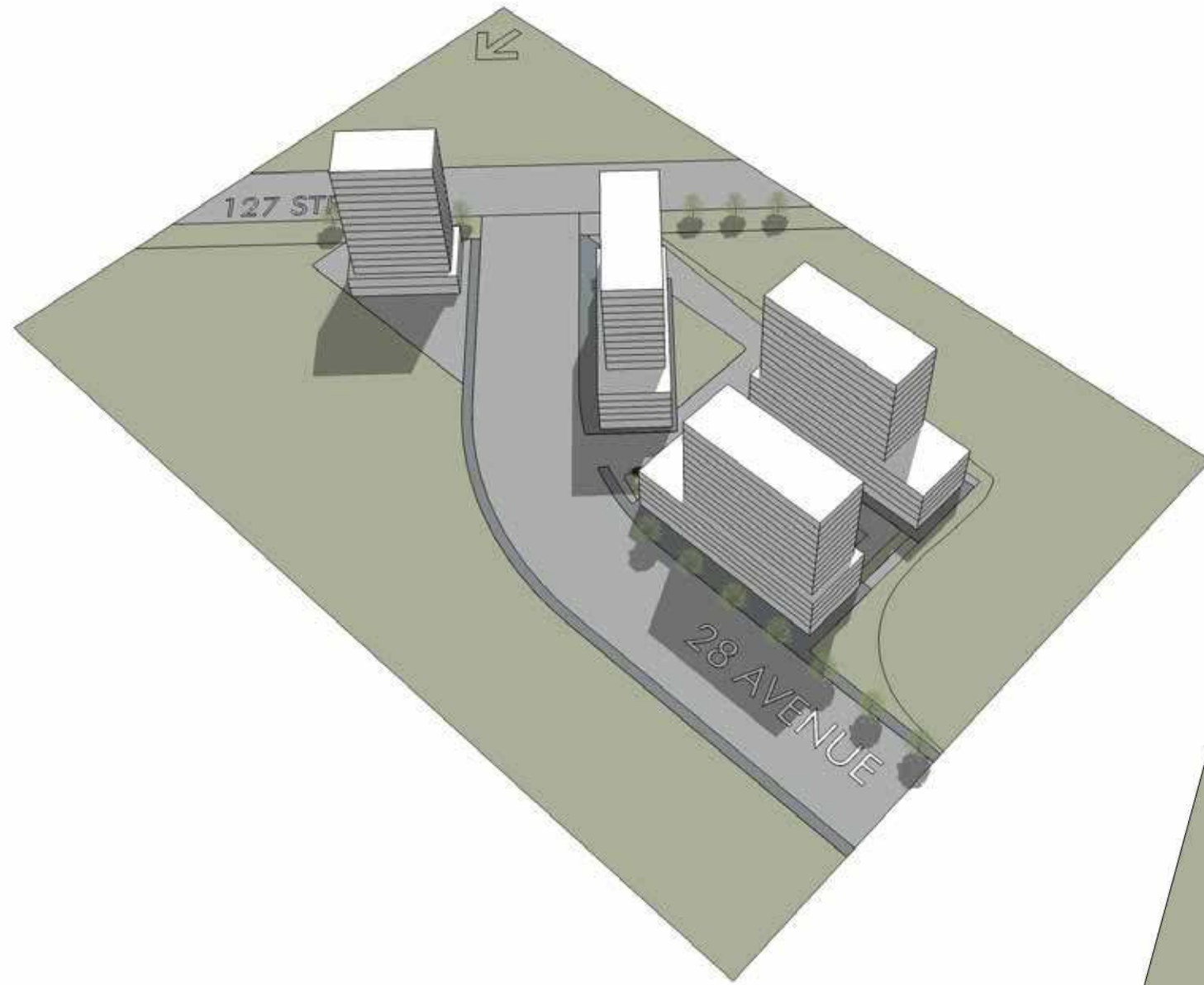
BUILDING D:

- Podium GFA: 683 sqm
- Podium Unit Count: 9
- Tower GFA: 6,776 sqm
- Tower Unit Count: 90
- Total GFA: 7,459 sqm
- Total Unit Count: 99 (based on a mix of studios, 1 bdrm, and 2 bdrm. units):

ADDITIONAL NOTES

- The data listed is based on 16 storey buildings with a 2 and 5 storey podium and 14 and 11 storey tower respectively.
- The data given for the podium is based on seniors housing, and the data given for the tower is based on market condominiums.
- Property lines are approximate. An accurate survey is required.
- The locations of 28 Avenue and 122 Street were estimated based on the NASP.

OPTION 2 | MASSING



OPTION 2 | MASSING



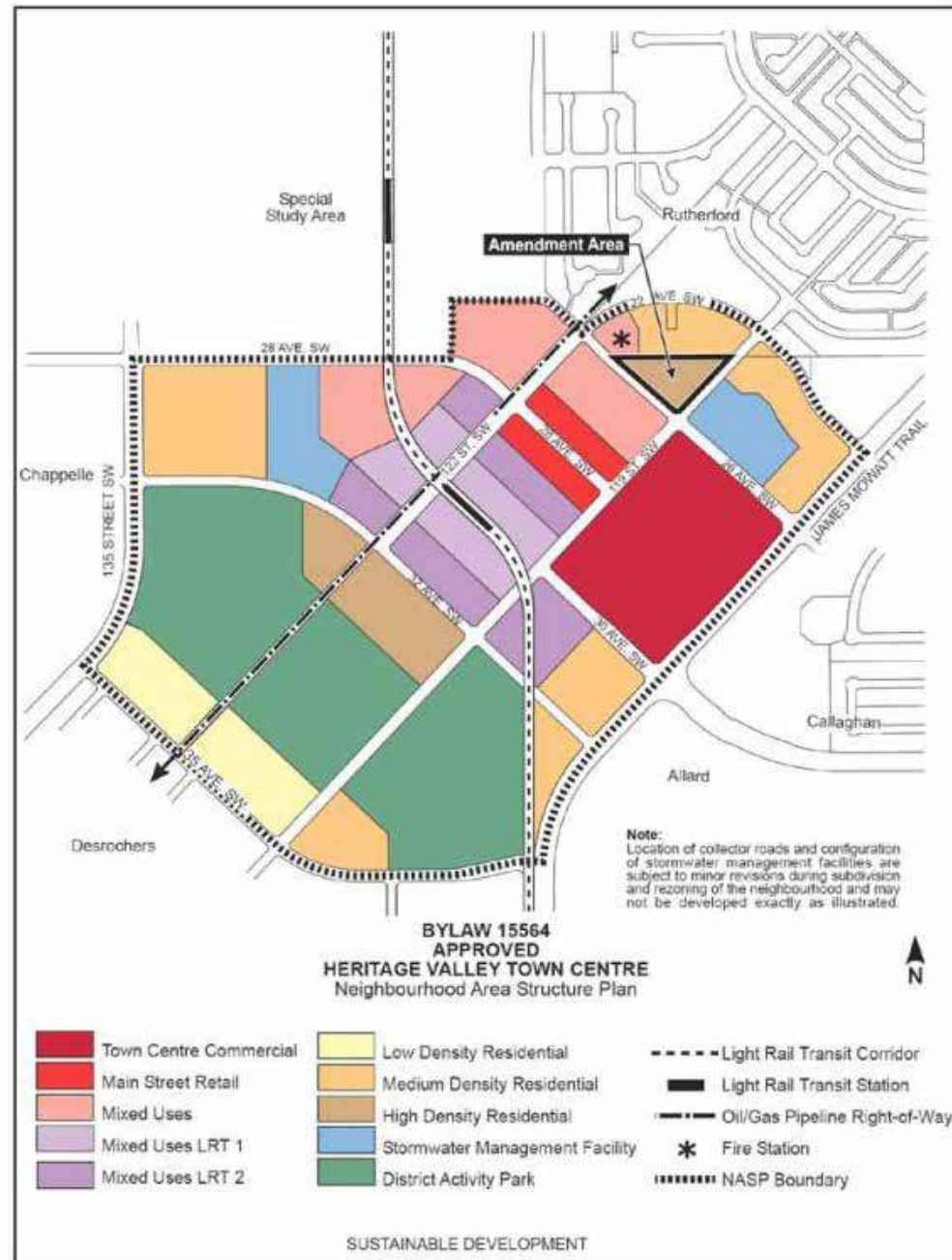
Description (Areas in sqm)	Option 1				Option 2			
	Building A	Building B	Building C	Building D	Building A	Building B	Building C	Building D
Podium Height (storeys)	5	5	5	2	5	5	5	2
Podium Residential Area	5,275	4,775	4,775	720	4,332	5,415	3,836	683
Podium Unit Count	72	65	65	10	59	74	53	9
Tower Height (storeys)	11	11	10	13	11	11	11	14
Tower Residential Area	8,261	8,261	7,510	8,944	8,261	8,261	8,261	6,776
Tower Unit Count	110	110	100	119	110	110	110	90
Total Residential Area	13,536	13,036	12,285	9,664	12,593	13,676	12,097	7,459
Commercial Area (Podium)	975	975	975	960	1,083	0	959	0
Amenity Area (Indoor - Podium/2F)	1,000	1,000	1,000	1,000	1,000	1,000	1,000	683
Building Heights	16	16	15	15	16	16	16	16
Building Areas	15,511	15,011	14,260	11,624	14,676	14,676	14,056	8,142
Total Building Area	56,406				51,550			
Unit Count	182	176	166	129	169	184	163	99
Total Unit Count	653				615			
Site Area	11,978				9,708			
Gross Floor Area (GFA) = (podium + tower areas) - amenity area	14,511	14,011	13,260	10,624	13,676	13,676	13,056	7,459
	52,406				47,867			
Floor Area Ratio (FAR) = GFA/site area	1.21	1.17	1.11	0.89	1.41	1.41	1.34	0.77
	4.38				4.93			
Parking (one level of parkade)								
Parking count - Underground	427				346			
Parking count - On Grade	36				30			
Total Stalls	463				376			

5.0 SUMMARY

We have been asked to undertake an exercise to look at the potential development of the Site, based on the location of 28 Avenue SW, the realignment of 127 Street and the resulting configuration of the test-fits and massings. We reviewed the planning documents as they relate to the Site, to inform the test-fit options for potential development. This mixed use development is based upon a use of the Site for seniors housing in the podiums, with active frontages along the street, and residential towers.

In order to facilitate either of these development concepts, an amendment to the NASP as well as a rezoning are required to allow higher height and density than is currently contemplated in the NASP. An amendment to NASP may also be required to change the alignment of 28 Avenue SW as depicted in the NASP.

Regardless of the height and density proposed, any proposed development should align with the urban planning and design principles in the NASP, namely creating a pedestrian oriented streetscape and an engaging public realm and signature buildings that are of high quality. Although there are multiple options available for the development of the site, this test-fit and massings represent a baseline of what may potentially be developed. As a next step, further refinement of the preferred option that meets your objectives would be required. Following that a land use amendment application to amend the NASP and rezone can be submitted to the City of Edmonton.



3.4.3 Mixed Uses LRT 1 and Mixed Uses LRT 2

Site Planning and Design

1. Site interface with the LRT right-of-way (i.e. station and corridor) should be provided in consideration of the following: adequate building setbacks, building orientation, buffer areas, etc.
2. A focal point shall be provided abutting the LRT station to create a "sense of arrival" for transit riders. Examples of focal points include public art, seating area, plaza, street furniture, fountain, water feature, play area, fireplace, etc.
3. Buildings should be oriented to align with the Primary streets to create a pedestrian oriented streetscape and an engaging public realm.
4. Direct pedestrian connections to the LRT station shall be provided as shown in *Figure 5: Pedestrian Network*. These connections should also be linked with other focal points and open spaces to create an integrated pedestrian system.
5. Street-oriented convenience retail uses should be provided in buildings fronting on to the LRT station.
6. Buildings abutting the LRT station block should be oriented towards the station.

Building Design

1. Signature buildings of high quality should be located within the MU LRT 1 and MU LRT 2 sites.
2. The maximum length of a building shall not exceed 80 m.
3. Institutional uses of public importance should locate along the Primary streets.



A high quality mixed use building
(Source: www.pedbikeimages.org/Dan Burden)

Street Character

1. Buildings and site amenities should emphasize architectural elements and façade enhancements, particularly to the first and second levels of a project to create a pedestrian friendly environment. Lower floors should be articulated to add variety, interest and a human scale dimension. Design elements may include: placement of windows to allow for viewing into the building by pedestrians, doorways or entrance features, street furniture, arcades, canopies, wall niches, and/or features that lend visual interest and create a human scale.
2. The development should provide a transition in building height and massing in relation to the surrounding land uses.
3. Based on the podium-tower concept, taller buildings shall be stepped back above the fourth storey level in order to create a human scale street character.

Pedestrian Circulation

1. Pedestrian connections to the LRT station shall be developed as an enhanced walkway with pedestrian-oriented landscaping. It may include street trees, plantings, and street furniture such as benches, waste receptacles, bollards, pedestrian-oriented lighting, etc.

Parking

1. The amount of off-street surface parking abutting 119 Street, 122 Street, and 32 Avenue shall be minimized.
2. Parking should be provided at the rear of buildings or in below-grade facilities where possible.
3. To further encourage transit ridership, reduced parking requirements may be implemented at the Zoning or Development Permit stage.

Open Space and Landscaping

1. In projects involving multiple buildings, amenity areas should be grouped to create a larger amenity area for the residents. Such amenity should be easily accessible from surrounding buildings and be provided along major pedestrian routes. Such spaces may be developed as courtyards or plazas or park spaces.

3.4.4 Mixed Uses**Site Planning and Design**

1. Interface with the LRT right-of-way shall be treated in consideration of the following—adequate building setbacks, building orientation, buffer areas, etc.
2. The development should provide a transition in building height and massing in relation to the institutional uses in the Special Study Area.
3. Buildings should be oriented to align with the Primary streets to create a pedestrian oriented streetscape and an engaging public realm.

Building Design

1. Signature buildings of high quality should be located within the MU sites.
2. The maximum length of a building shall not exceed 80 m.
3. Institutional uses of public importance should locate along the Primary streets.

Street Character

1. Buildings and site amenities should emphasize architectural elements and façade enhancements, particularly to the first and second levels of a development to create a pedestrian friendly environment. Lower floors shall be strongly articulated to add variety, interest and a human scale dimension. Design elements may include: placement of windows to allow for viewing into the building by pedestrians, doorways or entrance features, street furniture, arcades, canopies, wall niches, and/or features that lend visual interest and create a human scale.
2. The development should provide a transition in building height and massing in relation to the surrounding land uses.



A human scale mixed use building

3. Based on the podium-tower concept, taller buildings shall be stepped back above the fourth storey level in order to create a human scale street character.

Pedestrian Circulation

1. Convenient, safe and efficient pedestrian connections, well integrated with the overall neighbourhood network, shall be provided.

Parking

1. The amount of off-street surface parking abutting 119 Street SW, 26 Avenue SW, 122 Street SW, and 28 Avenue SW shall be minimized. Any surface parking abutting the Primary streets shall be sufficiently screened from view using landscaping and/or architectural design elements.



A grouped amenity area

Open Space and Landscaping

1. In projects involving multiple buildings, amenity areas should be grouped to create a larger amenity area for the residents. Such amenity should be easily accessible from surrounding buildings and be provided along major pedestrian route. Such spaces may be developed as formal courtyards or plazas or park spaces.

3.5 TRANSPORTATION CONCEPT

The transportation concept for the Town Centre moves away from the City's typical road hierarchy of arterial/collector/local roadways and adopts a grid-based pattern to achieve a street network with a higher degree of connectivity and access.

Most roadways within the Town Centre have been labelled Primary streets. These streets are intended to replace functions typical of an arterial or collector roadway (see *Figure 4.0: Transportation Concept*). Primary streets will be designed to be pedestrian friendly and will encourage interaction between various land uses and multiple modes of transportation. A typical Primary street will be designed with a pedestrian focus and include elements such as wide sidewalks, enhanced pedestrian crossings, on-street parking and multiple connections to premium transit service, both buses and LRT. Intersection spacing has been reduced as has the carriageway for a standard arterial roadway. These elements will improve accessibility, shorten walking distances, provide various route options and mode choices as well as help maintain vehicle speeds through environmental design.

The Secondary streets will be designed with a more utilitarian function and will replace functions typical of a collector or local roadway. Secondary streets will provide access to parking areas, minor connection points and access for service vehicles. They may be developed as private or public roadways.

3.5.1 Arterial Roadway Network

The Heritage Valley Servicing Concept Design Brief, originally approved in 2001, recommended an arterial road network that included arterial roadways on the east and west boundary of the Town Centre

APPENDIX - LAND TITLE



LAND TITLE CERTIFICATE

S
 LINC SHORT LEGAL TITLE NUMBER
 0026 184 598 9423159;;1 992 302 806

LEGAL DESCRIPTION

DESCRIPTIVE PLAN 9423159
 LOT 1
 EXCEPTING THEREOUT ALL MINES AND MINERALS
 AREA: 1.51 HECTARES (3.73 ACRES) MORE OR LESS

 ATS REFERENCE: 4;25;51;13;NE
 ESTATE: FEE SIMPLE

 MUNICIPALITY: CITY OF EDMONTON
 REFERENCE NUMBER: 942 335 823

REGISTRATION	DATE (DMY)	REGISTERED OWNER(S) DOCUMENT TYPE	VALUE	CONSIDERATION
992 302 806	07/10/1999	TRANSFER OF LAND	\$45,000	\$1

OWNERS
 PATRICK RAY COTE

 AND
 CINDY ELLEN COTE
 BOTH OF:
 2550-127 ST
 EDMONTON
 ALBERTA T6W 1A7
 AS JOINT TENANTS

ENCUMBRANCES, LIENS & INTERESTS

REGISTRATION NUMBER	DATE (D/M/Y)	PARTICULARS
5635JU	14/01/1955	UTILITY RIGHT OF WAY GRANTEE - ATCO GAS AND PIPELINES LTD. 10035-105 ST

(CONTINUED)

ENCUMBRANCES, LIENS & INTERESTS

PAGE 2
 # 992 302 806

REGISTRATION NUMBER	DATE (D/M/Y)	PARTICULARS
		EDMONTON ALBERTA T5J2V6 GRANTEE - PEMBINA PIPELINE CORPORATION. 3800, 525-8 AVENUE SW CALGARY ALBERTA T2P1G1 "DATA UPDATED BY TRANSFER OF UTRW NO. 7115JT AND PARTIAL TRANSFER OF UTRW NO. 3604CL" (DATA UPDATED BY: TRANSFER OF UTILITY RIGHT OF WAY 982352567) (DATA UPDATED BY: TRANSFER OF UTILITY RIGHT OF WAY 002369733) (DATA UPDATED BY: TRANSFER OF UTILITY RIGHT OF WAY 012021349) (DATA UPDATED BY: CHANGE OF ADDRESS 122210462)
4152PM	25/01/1968	UTILITY RIGHT OF WAY GRANTEE - ATCO GAS AND PIPELINES LTD. 10035-105 ST EDMONTON ALBERTA T5J2V6 "PAR" (DATA UPDATED BY: TRANSFER OF UTILITY RIGHT OF WAY 012029865)
882 190 465	18/08/1988	UTILITY RIGHT OF WAY GRANTEE - WHITEMUD WATER CO-OP LTD.
992 302 807	07/10/1999	MORTGAGE MORTGAGEE - ALBERTA TREASURY BRANCHES. 4445 CALGARY TRAIL S EDMONTON ALBERTA T6H5R7 ORIGINAL PRINCIPAL AMOUNT: \$208,050
002 060 568	08/03/2000	AMENDING AGREEMENT AMOUNT: \$296,050 AFFECTS INSTRUMENT: 992302807
072 729 148	19/12/2007	AMENDING AGREEMENT AMOUNT: \$577,500 AFFECTS INSTRUMENT: 992302807
132 159 132	04/06/2013	AMENDING AGREEMENT AMOUNT: \$1,037,500 AFFECTS INSTRUMENT: 992302807

TOTAL INSTRUMENTS: 007

(CONTINUED)

THE REGISTRAR OF TITLES CERTIFIES THIS TO BE AN
ACCURATE REPRODUCTION OF THE CERTIFICATE OF
TITLE REPRESENTED HEREIN THIS 10 DAY OF JULY,
2018 AT 02:25 P.M.

ORDER NUMBER: 35475669

CUSTOMER FILE NUMBER:



END OF CERTIFICATE

THIS ELECTRONICALLY TRANSMITTED LAND TITLES PRODUCT IS INTENDED
FOR THE SOLE USE OF THE ORIGINAL PURCHASER, AND NONE OTHER,
SUBJECT TO WHAT IS SET OUT IN THE PARAGRAPH BELOW.

THE ABOVE PROVISIONS DO NOT PROHIBIT THE ORIGINAL PURCHASER FROM
INCLUDING THIS UNMODIFIED PRODUCT IN ANY REPORT, OPINION,
APPRAISAL OR OTHER ADVICE PREPARED BY THE ORIGINAL PURCHASER AS
PART OF THE ORIGINAL PURCHASER APPLYING PROFESSIONAL, CONSULTING
OR TECHNICAL EXPERTISE FOR THE BENEFIT OF CLIENT(S).

