



AMENITIES

Amenities At the Resort

- *Golf*
- *Spa and Wellness*
- *Swimming indoor and outdoor*
- *Indoor fitness*
- *Tennis*
- *Hiking and Biking*
- *Ice Skating*



18 HOLE ERNIE EL'S DESIGNED
CHAMPIONSHIP GOLF COURSE

ICE SKATING OPEN TO THE PUBLIC
ON THE VILLAGE GREEN



INDOOR FITNESS



INDOOR AND OUTDOOR POOL



STATE OF THE ART SPA AND WELLNESS CENTER





RACQUETBALL AND SQUASH COURTS

OUTDOOR TENNIS COURTS



INDOOR BASKETBALL COURT







INFRASTRUCTURE

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Roads, Site Access and Circulation

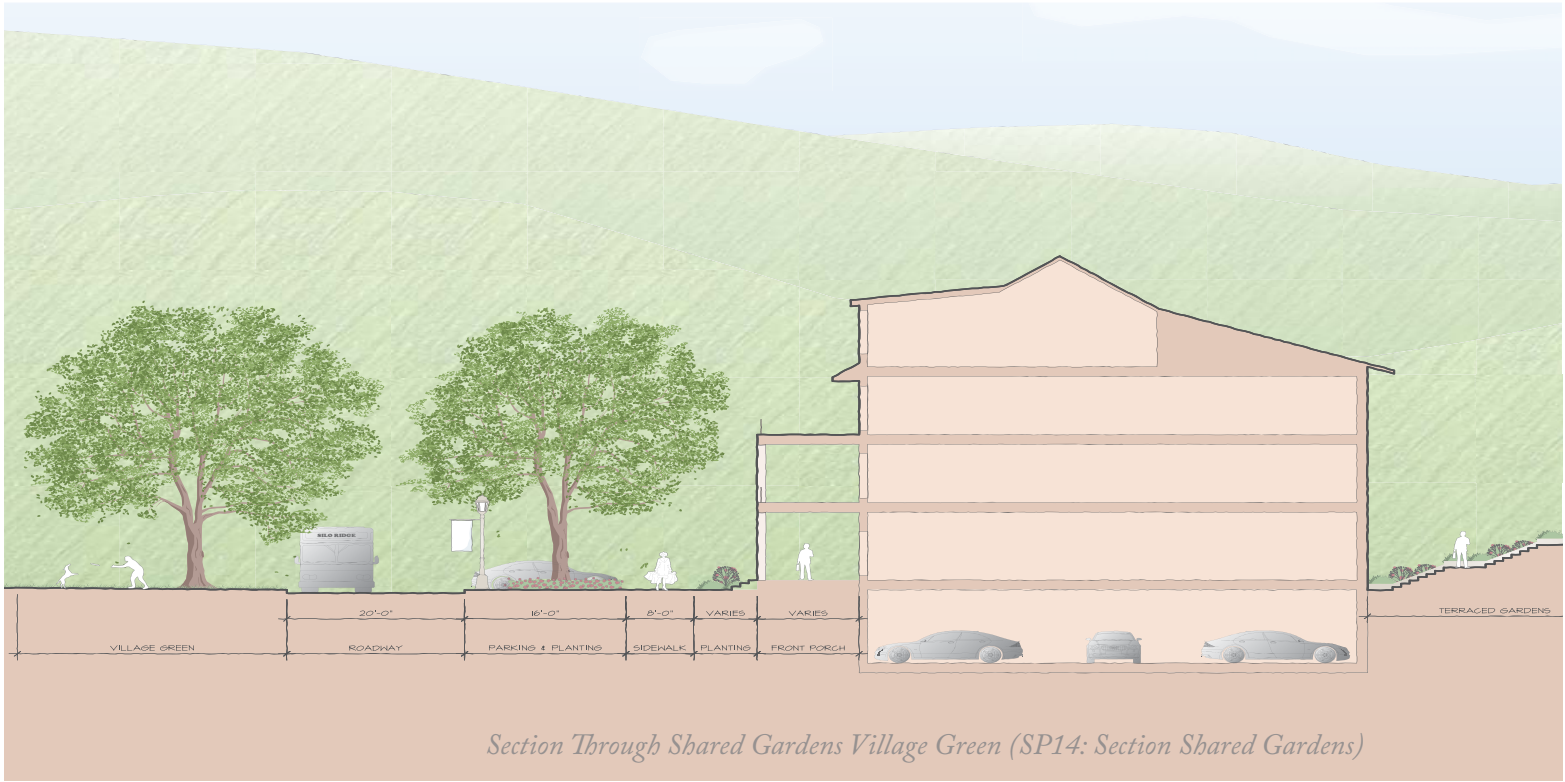
The current entrance to the golf course will remain and will serve the Village Green core area, including the hotel-condominium and flats and townhomes in Blocks A, B, and C. That entrance will also serve as the main entry point for the Block D villas and the single-family units at the base of the western hillside. The second main entrance will be further south on Route 22 and will provide access to the townhomes and single-family homes on the east side of the golf course in the vicinity of the 12th hole. A connection between the east and west roadways will be maintained for emergency access and will also be used as a pedestrian path. The northern portion of the project site, north of Route 44, will have two entry points for access to the winery restaurant and to the vineyard cottage units. The first entrance heading east on Route 44 will be at the top of DeLavernge Hill and will provide access to the winery restaurant, the vineyard amenities building, and the vineyard cottage units (Block V). The road continues eastward through the clusters of residential units and meets up again with Route 44, providing a secondary access point to this interior roadway.

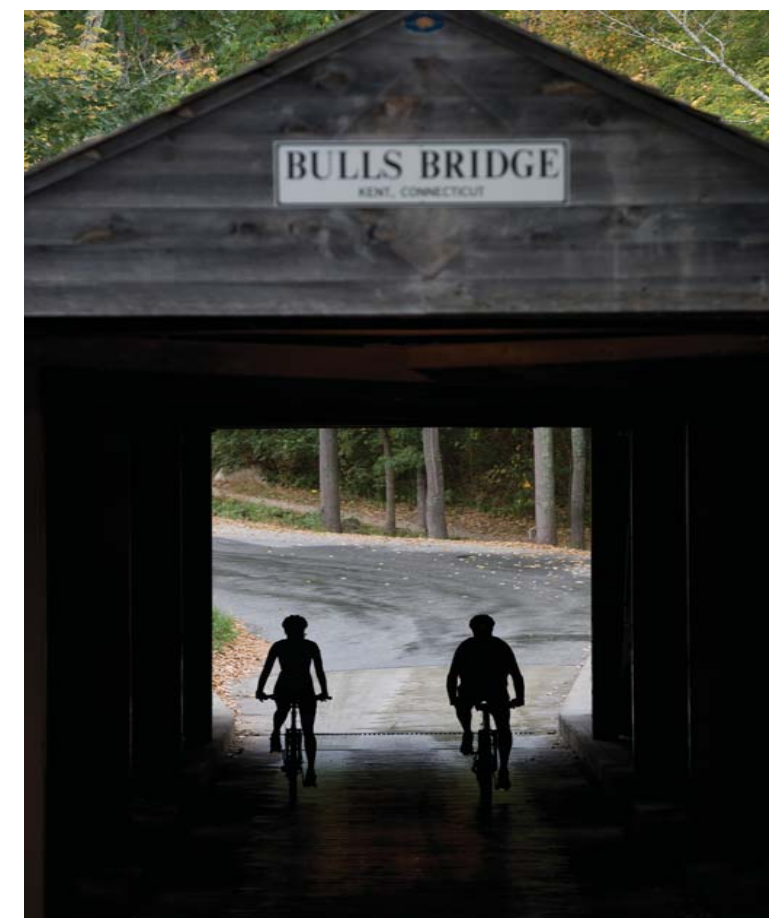
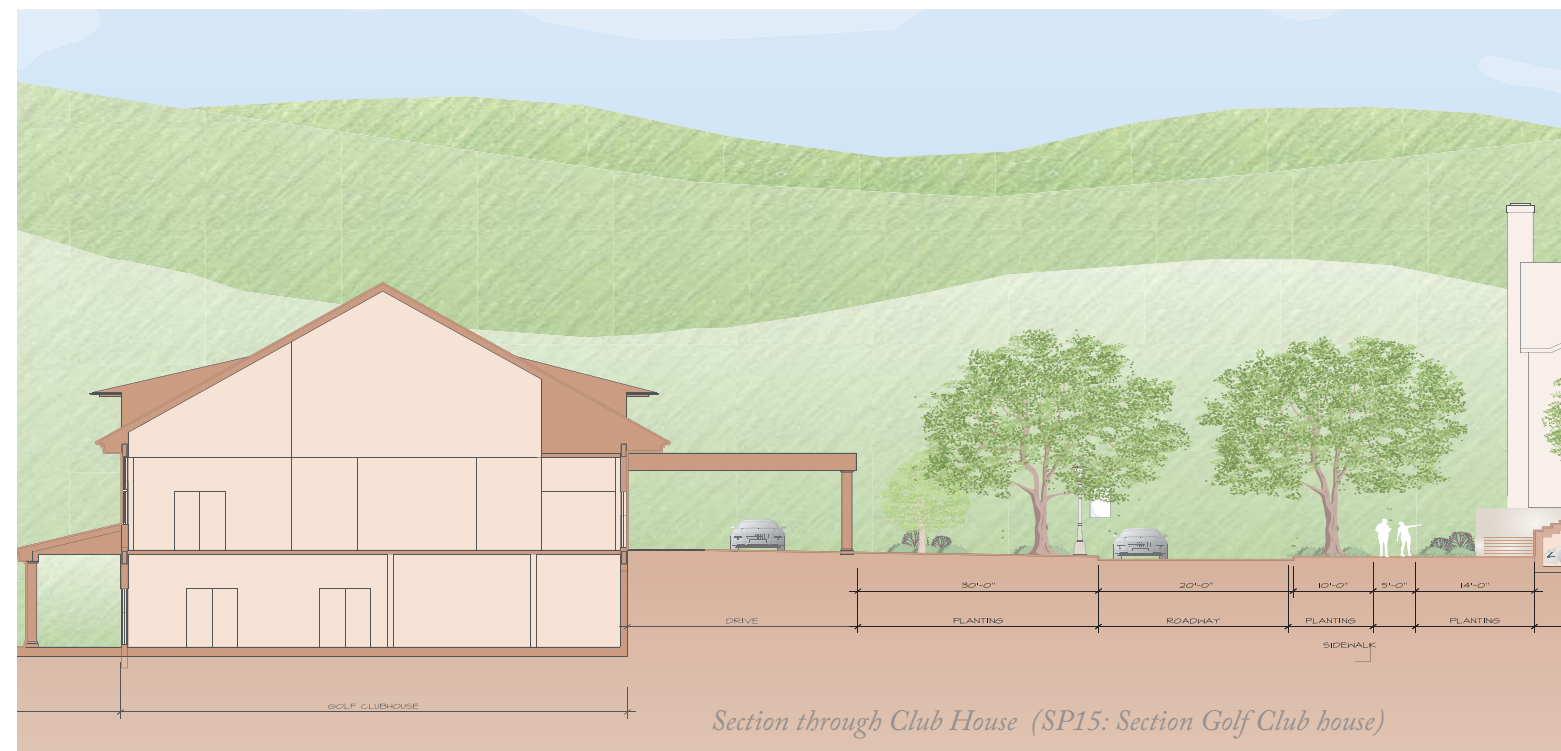
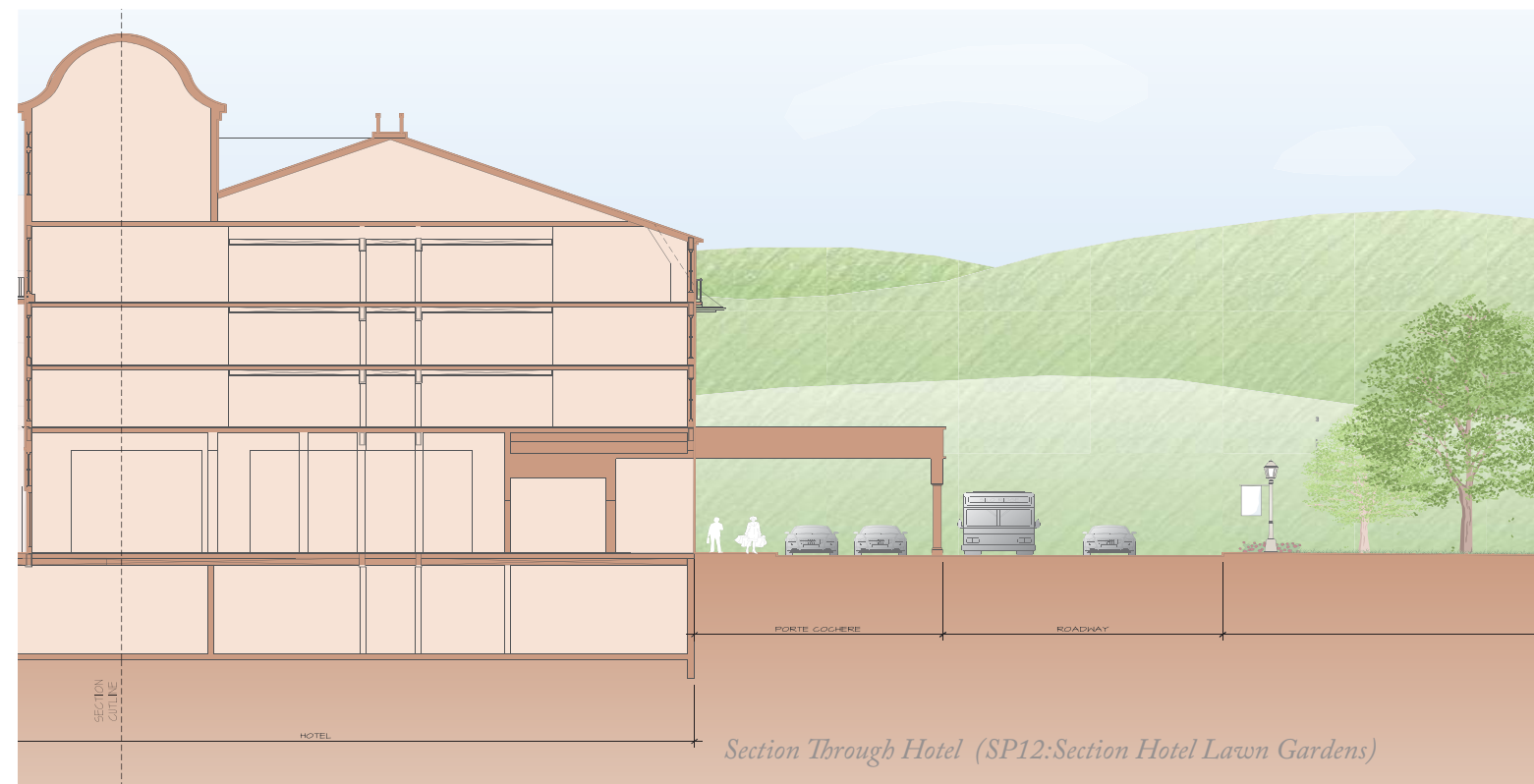
The project sponsor seeks to install gates at all entrances to the development, except that the proposed gate for the entrance at the top of DeLavernge Hill would not interfere with access to the winery restaurant and Artisan's Park. Rather, it would be placed on the access road to the vineyard cottage units located to the east of the entrance to the winery restaurant parking lot.

Roads throughout the community will be paved. Road profiles will vary depending on their location within the resort. For instance, the more heavily traveled roads in the resort core will be wider than those serving the more remote areas. Stone curbs may not be utilized in certain locations in order to promote drainage through vegetated swales. Sidewalks will be concrete pavers, bluestone, concrete or any combination thereof. Alternate pervious sidewalk materials will be evaluated. Pervious paving will be evaluated, for certain locations of roadway, such as the vineyard cottages, during site plan review.

Some typical road profiles will be as follows:

- Village Green area: Road (24' to 32' wide), 6" curb, planting strip (5' minimum), parking on one side, if applicable (7' parallel to 16' diagonal), sidewalk (5' to 8') on one side. The location of the planting strip may vary in the Village green area depending on the parking. For example, at the diagonal parking on the north side the planting strip may be located between the sidewalk and the building facades. Curbs to be granite or Belgian block
- Blocks B, C, E: Road (20' to 24' wide), 6" curb, if applicable, parking on one side, if applicable (7' parallel) planting strip (5' minimum), sidewalk (4' to 5') on one side.
- Blocks D, F, G: Road (20' to 24' wide), 6" curb, if applicable, planting strip (5' minimum), sidewalk (4' to 5') on one side.
- Blocks H, I, J, V: Road (18' to 20' wide), 6" curb, if applicable. These roads will be rural in character. Road widths less than 20' will require fire department approval.





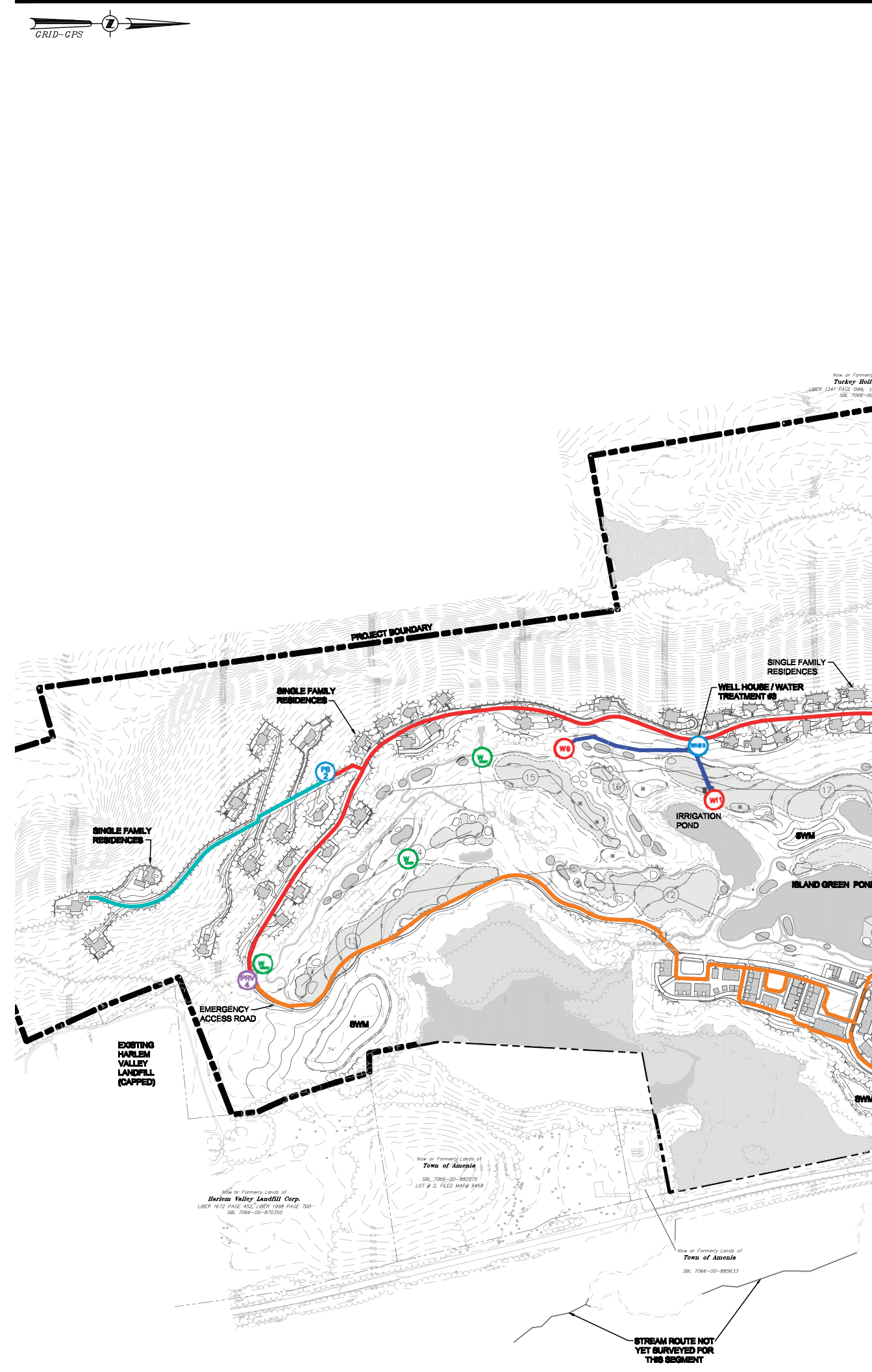
Water

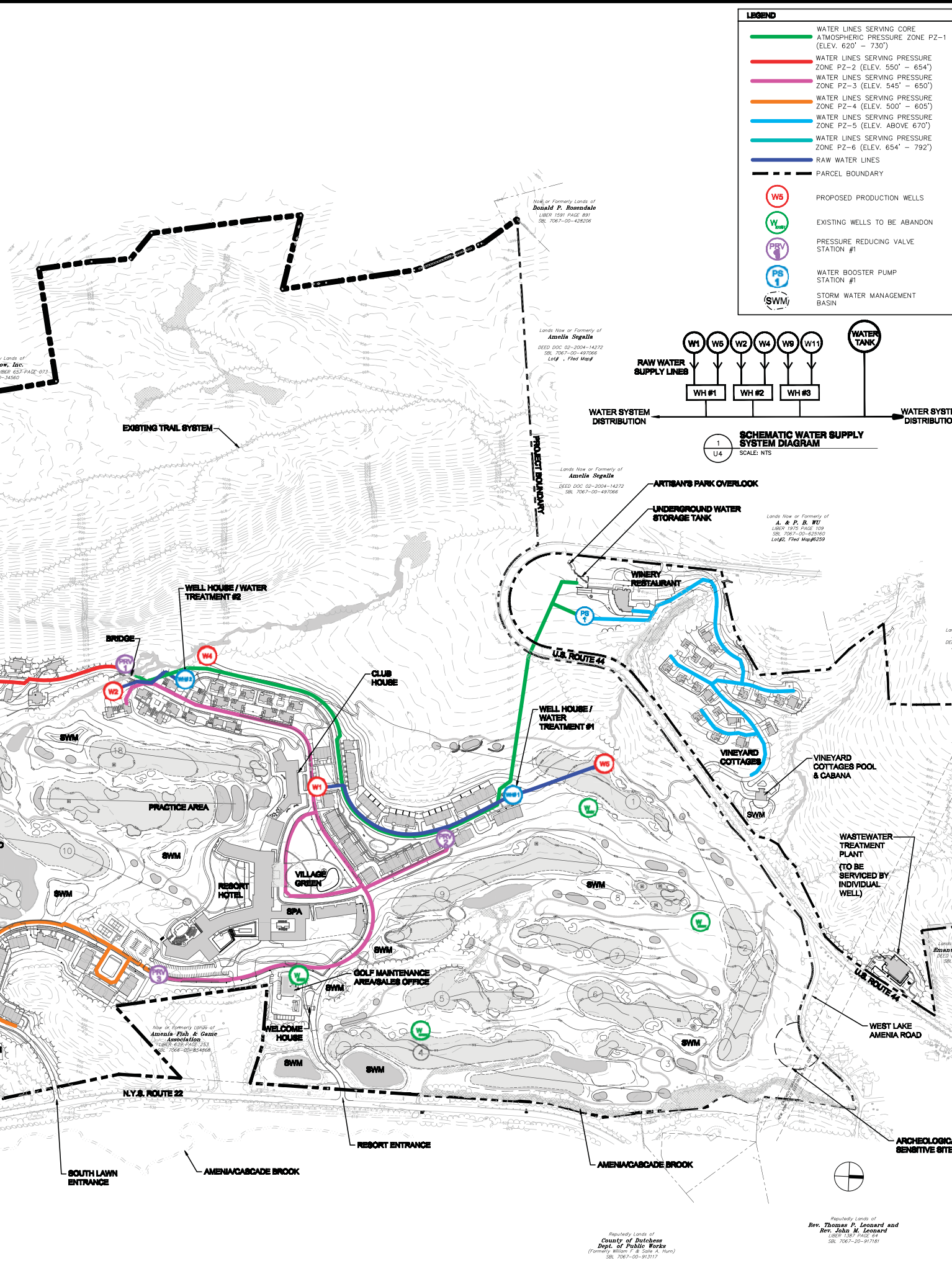
Based on the previously discussed resort program, the projected average day water demand is approximately 195,580 gallons per day (gpd) or 136 gallons per minute (gpm). The anticipated maximum daily flow is approximately 391,000 gpd (272 gpm), with a maximum hourly flow of 816 gpm.

To meet the water demand of this project, groundwater sources must be capable of providing 272 gpm with the largest producing well out of service, and the proposed water treatment facilities must be capable of treating this amount. The conveyance systems of the water treatment facilities will be designed to meet the anticipated maximum daily water demand. With the combined capacity of the site's present groundwater wells totaling 283 gpm with the largest well out of service, the anticipated groundwater yield will be sufficient to meet the anticipated maximum day demand for the project.

The project includes an onsite community water supply system consisting of six new groundwater wells, three (3) well house water treatment facilities, an underground water storage tank and a distribution system. The water distribution system for the project will consist of approximately 20,000 linear feet of eight-inch water mains with approximately 360 individual service connections. Fire hydrants will be located along roadways. The buried water storage tank will be located directly south of the winery restaurant. The estimated maximum daily water demand is 272 gallons minute.

The proposed residential and mixed uses will require approximately 136 gpm of water to meet average demand. This water will also be withdrawn from the site aquifer to support potable uses. However, to minimize withdrawal impacts generated by both uses (potable and irrigation), the project will return approximately 80% of the potable withdrawals in the form of treated wastewater that would be released into the Island Green Pond to supplement irrigation demand. The project thus leaves the overall site water budget largely unchanged during dry periods, aside from consumptive losses from the residential and mixed uses, which is normally judged to be no more than approximately 20% of the potable water delivery, or approximately 28 gpm for the proposed project.





Sewer System

The project includes an onsite wastewater collection and treatment system capable of treating 197,000 gallons per day of wastewater associated with the project. The wastewater treatment plant (WWTP) will also reserve capacity for another 181,375 gallons per day of wastewater to serve the Hamlet of Amenia. The proposed sanitary system will consist of a gravity collection and conveyance system supplemented by low pressure sewers and the WWTP.

The projected wastewater flow for the project is an average volume of approximately 197,000 gallons per day (gpd). The footprint of the proposed WWTP is identified on Sheet SP-4 of the MDP. The proposed site plan for the WWTP and proposed elevations for the WWTP are also provided in the MDP on Sheet U-2 and U-3, respectively.

Gravity sewers have been selected in areas of the site where practical. Low pressure sewers have been selected in areas where widely varying topography makes gravity sewers impractical. All low pressure sections of the system will ultimately empty into a gravity section or into a pump station. Each served building or house in the low pressure sewer areas of the collection network will be equipped with a grinder pump station that will convey wastewater to a low pressure collection trunk. There will be two pump stations that discharge to the same force main, which itself discharges to that portion of the gravity system flowing directly to the WWTP.

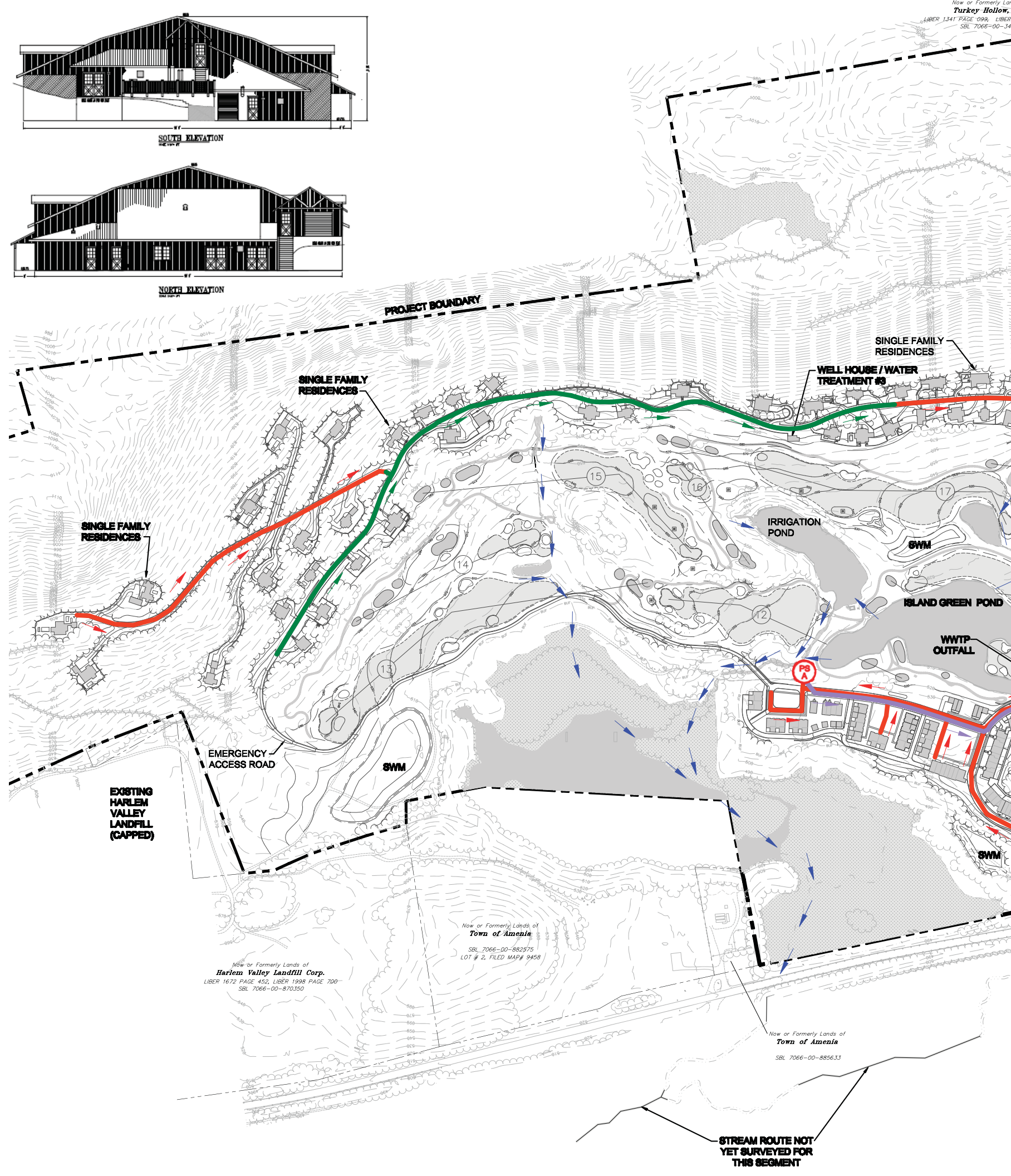
The WWTP will consist of advanced biological treatment, gravity settling of solids, advanced filtration to remove residual solids, and disinfection prior to a surface water discharge. The wastewater will be treated to intermittent stream standards, the highest level of treatment available, without treating to drinking water standards. This treated water from the onsite WWTP is discharged through a force main, which is routed in a southerly direction to a point of outfall at the Island Green Pond. From there it will be used to irrigate the golf course, a practice that is acceptable to the regulatory agencies.

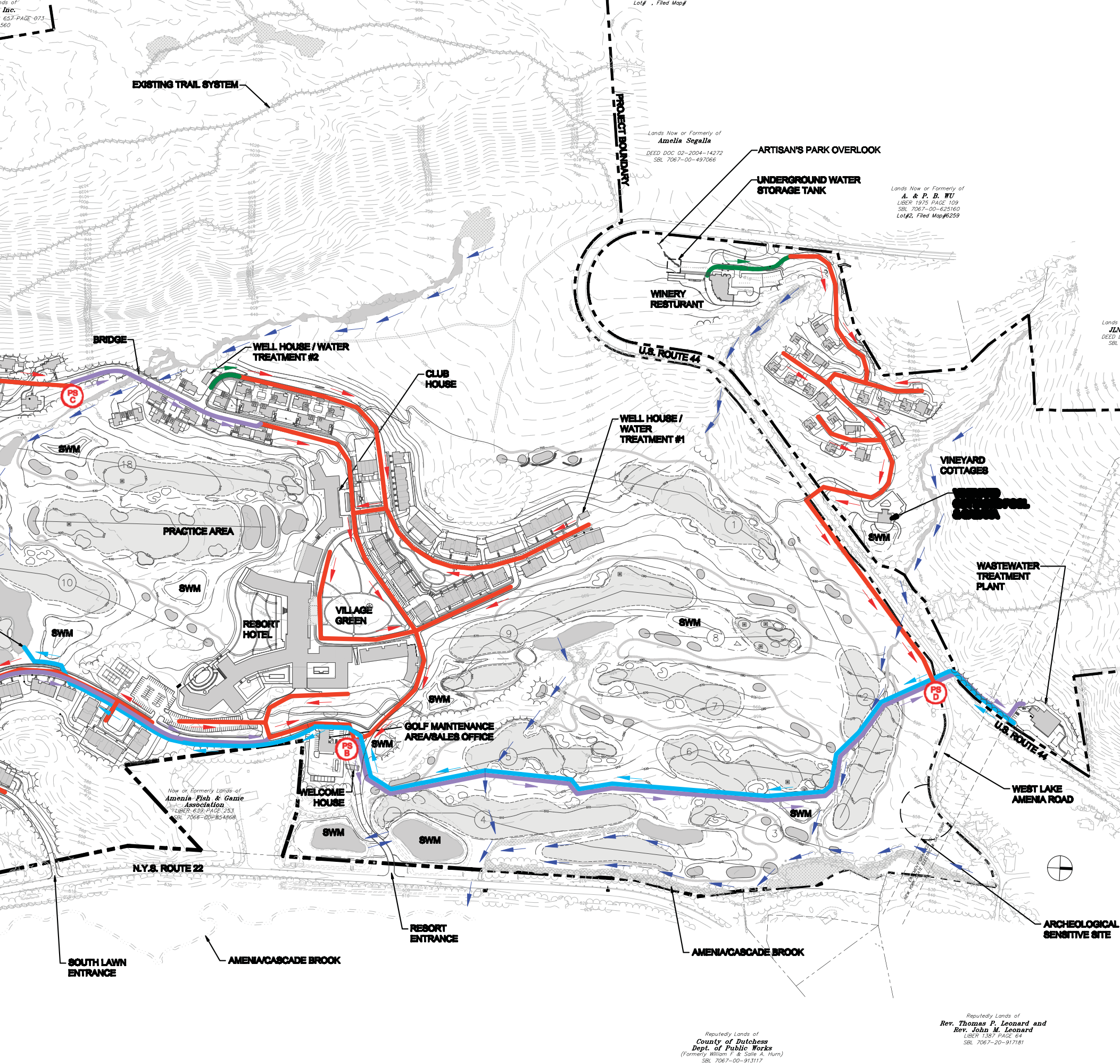
The applicant proposes to build the WWTP with additional capacity for the Town of Amenia, 181,375 gallons per day. The cost of constructing the larger facility with excess capacity to accommodate the Town's wastewater will be borne solely by the Silo Ridge development.

This WWTP, including the excess capacity reserved for the Town, shall be constructed during Phase 1 of the project at no cost to the Town and/or any improvement district that the Town or County may form. No portion of the cost of constructing the WWTP shall be included in any rates, fees, or other amounts that are charged to end-users in the anticipated hamlet of Amenia sewer system. There shall be a continuing offer of dedication of the WWTP to the Town of Amenia, the County of Dutchess, or any improvement district that they may create, at no cost to those entities.

Surface Water Quality - The wastewater treatment technology for this project will be selected to meet all effluent quality requirements as required by NYSDEC. The anticipated effluent quality values can be readily achieved. When met, these stringent standards will help preserve the water quality of the downstream Class C irrigation ponds, Amenia/Cascade Brook (Class Ct), and downstream water bodies. Onsite public health will be protected by disinfection of the effluent, and by the fact that the effluent will be diluted in the Irrigation Pond before reuse.

The reuse of treated WWTP effluent for golf course irrigation, combined with captured storm water, will eliminate the need to use potable water for irrigation. Since the Silo Ridge project will utilize onsite wells for potable water, this will further reduce impact on the underlying aquifer. It should be noted that the Irrigation Pond is already a spring-fed water body, and some groundwater is therefore used for irrigation in that manner.





The proposed location of the WWTP is on the north side of Route 44. It is proposed that the tanks be placed outdoors, with low-profile engineered covers for odor control, except that any tank within 500 feet of other structures will be placed inside the building housing the tertiary treatment processes. A building next to the tanks would contain the tertiary treatment processes (filtration and UV disinfection) and support facilities (office, chemical room, blower room, solids dewatering room, storage, etc.). The WWTP is anticipated to be steel-frame, with roof and siding materials selected by the project architect to blend with the surrounding buildings and landscape. The low pressure sewer pump stations will be entirely subsurface, with only an at-grade access hatch for each. The community pump stations will be either entirely below-grade with an access hatch, or will consist of a small above-grade structure containing pumps and controls. Each of the community pump stations also will be equipped with an enclosed emergency generator with appropriate muffling, and will have sufficient landscaping, fencing, or architectural features to allow them to have a negligible visual impact. Pavement has been kept to a minimum, with enough paved area only to provide truck access and maneuvering for deliveries and solids hauling, and a small number of parking spaces for WWTP operators.

Odor - Odor issues will be mitigated by proper operation of aerated processes and by enclosing the treatment process inside a building or under covered tanks. The main treatment process tanks will be aerated and mixed to maintain oxygen levels and prevent septic conditions that lead to the generation of most offensive odors. Odor control technology options, if needed, include activated carbon or a scrubber. All other portions of the WWTP process are expected to yield negligible odors and will be subjected simply to standard ventilation and climate control in the building. Any future equipment used for odor control would be located within the building. All ventilation will conform to the Ten States Standards, NFPA, and any other applicable standards.



WWTP Precedent Image

Parking Management Strategy and Transportation

Applicable Zoning Provisions and Other Standards

In pertinent part, the RDO Section 121-18, Resort Development Overlay District, specifically provides that the off-street parking requirements elsewhere set forth by ordinance shall not apply; this provision recognizes the varying forms and circumstances of development, allowing for considerable discretion in determining the specific parking requirements for projects such as the Silo Ridge Resort Community. Dimensional and density standards shall be as approved by the Planning Board in the Master Development Plan, based upon the physical characteristics of the site, the character of the proposed development, relevant performance standards in this Chapter, and the requirements of the SEQR process.

There are no specific industry standards, guidelines or recommendations, whether from the National Parking Association or the International Parking Institute and its various state affiliates, or from a wide sampling of references in the field of transportation demand management that will recognize the form and circumstances of a resort-oriented mix of land uses integrated into a single plan of development and taking into account the unique factors pertinent to one such development.

It was also determined that the Professional Golf Association, which does have minimum standards for parking for driving ranges, offers no standards for 18-hole golf courses. A sampling of codes throughout the nation and information obtained from golf courses and golf management professionals supported the need for flexibility in determining the appropriate number of parking spaces for any given golf course, especially one that is the centerpiece of a resort-oriented development including residential land uses. Factors such as exclusivity and wait times, tee time policies and intervals, the pace of play and the availability of amenities all come into consideration.

Approach

The developer’s team has worked diligently toward an overall parking requirement that will be appropriate for the nature of the development and all of the conditions that will apply. As the project plans have unfolded, the mix of land uses on the Silo Ridge Resort Community campus has presented certain opportunities for shared parking and the application of parking management techniques. The proximity of various land uses, as is explained in the Urban Land Institute’s report on “Shared Parking,” affects the overall supply of parking required by reason of complimentary variations in the demand for parking at different intervals of time, day or season; in this regard, an obvious example would include seasonal differences in the demand for parking to support the golf course and the skating pond. Similarly, the demand for parking to support conference activities will peak at different times than will the demand for parking to support recreational activities.

In addition, the ULI report recognizes the concept of “captive parkers,” or those who participate in multiple land uses while already parked on campus, such as in the case of golfers who also stay in the hotel, shop, dine or visit the spa on a single trip to the campus (without increasing the overall demand for parking). A review of land uses planned for the Silo Ridge Resort Community “campus” as a whole reveals that an appreciable but incalculable portion of patrons will be in this category at any given time. This accounts for an appreciable reduction in the demand for parking compared to unrelated, stand-alone land uses.

The team also reviewed the Transportation Demand Management Encyclopedia, a frequently cited comprehensive reference of research from the Victoria Transport Policy Institute, which provides some applicable information on shared parking to justify parking reductions. This source speaks to some of the shared parking opportunities that arise out of relationships between non-conflicting land uses such as for a church and a theater, or a church and a bank, and provides strong support that “...parking requirements for retail, restaurant, hotel, convention and conference uses may be reduced where it can be determined that some portion of the patronage of these businesses comes from other uses...”

This same source supported the need for formal agreements between property owners to secure shared parking arrangements; however, the project team recognized that such arrangements would not be applicable in this case because the Silo Ridge Resort comes under the control of s single developer. In addition, the major advantage that the Silo Ridge Resort has over more typical shared parking arrangements is that the primary method for sharing is one of managed parking through valet services, rather than the more difficult (and less predictable) arrangement of shared parking in a self-park fashion; the plan is that the valet service will be able to shift among and between available parking supplies to match peak demands of complimentary land uses as/when required.

Description	Building Key and #	Current Provided	Below Grade at Spa	Below Grade at Upper Green	Standard Garage	Basement Level Garage	Pull In Street Parking	Parking Lot	Driveway	On Street
Hotel	R - 1	477	347			130				
Spa	R - 2	37	37							
Conference/Banquet	R - 3	60	60							
Club House	Golf Club	100		100						
Winery	Winery	30					31	30		
Retail in 1st floor of CR-1, CR-2, CR-17		31								
Welcome House	Welcome House	0						24		
Maintenance	Maintenance	24						4		
Wastewater Treatment Plant	WWTP	4						120		
Employee Lot		120								
	Totals	882	443 470	100	0	130	31	178	0	0
Single Family										
Block H (13th & 14th hole):	H-26 to H-41	64			32				32	
Block I (15th and 16th hole) :	H-17 to H-25	36			18				18	
Block J (17th hole):	H-1 to H-16	64			32				32	
		164	0	0	82	0	0	0	82	0
Vineyard Cottages: Block V	V-1 to V-19	38			38			10		
Vineyard Cottages Pool and Cabana		10								
		48	0	0	38	0	0	10	0	0
	Totals	1,094	443	100	120	130	31	188	82	0
Village Center East: Block A	CR-1	27	27							
		27	27	0	0	0	0	0	0	0
Village Center North: Block B	CR-2	2				2				
	C-3	19				19				
	C-4	14				14				
	C-5	18				18				4
	C-6	20				16				5
	C-7	25				20				8
	C-8	35				27				8
	C-9	18				10				8
	C-10	20				10				10
	C-11	18				10				8
	C-15	6				6				
	C-16	22				22				
	CR-17	19				19				
		236	0	0	0	193	0	0	0	43
Village Center at Golf Club: Block C	C-12	19				12				7
	C-13	6				4				2
	C-14	10				10				
		35	0	0	0	26	0	0	0	9
Golf Villas: Block D	G-1 to G-19	57			38				19	
		57	0	0	38	0	0	0	19	0
	Totals	355	27	0	38	219	0	0	19	52
South Lawn Crescent: Block E	S-1	10				6				4
	S-2	16				16				0
	S-3	11				6				5
	S-4	25				14				11
	S-5	16				10				6
	S-6	26				20				6
	S-7	14				14				
		118	0	0	0	86	0	0	0	32
South Lawn: Block F (12th tee)	S-8	15				12				3
	S-9	5			4					1
	S-10	6			4					2
	S-11	12			8					4
	S-12	12			8					4
	S-13	8			4					4
	S-14	13			8					5
		71	0	0	36	12	0	0	0	23
South Lawn: Block G (12th fairway)	S-15	12			10					2
	S-16	3			2					1
	S-17	6			4					2
	S-18	5			4					1
	S-19	4			4					0
		30	0	0	24	0	0	0	0	6
	Totals	219	0	0	60	98	0	0	0	61
Total		1,668	470	100	218	447	31	188	101	113

Accordingly, a wide variety of factors, including but not limited to the following, were also put on the table for evaluation among team members:

- Proximity to rail station, plans for shuttle service (for residents, guests, customers and employees traveling on campus and to/from the Town and train station), and the likelihood of arrivals by means other than single-occupant vehicles.

- There will be a significant reliance on valet parking at the core or the resort; this will allow for a greater number of vehicles to be stored in a given area (as opposed to self-park arrangements), while also allowing for a sharing of parking resources among a greater number of land uses. Vehicle storage capacities are now accounted for and valet queuing areas have been identified in relation to the land uses that will be supported with this service. Sheet P-3 of the MDP Set of Plans indicates the location of the 2 valet parking facilities. Parking area 1 adjacent to the spa with direct access off the east side of the Village green contains 470 valet parking spaces and Parking area 3 north of the clubhouse contains 100 valet parking spaces.

- Overlapping parking allocations arising out of internal relationships (between land uses) invite a number of opportunities for “shared parking,” resulting in an overall parking requirement that is less than would be the total parking requirement for individual land uses under stand-alone circumstances.

- The developer’s hospitality advisor indicates that the hotel plan will focus on an overall occupancy of 70 percent.

- Many of the participants in any given land use are already accommodated in the parking allocation for one or more other land uses; the developer’s resort advisor indicates that, on average, about 80 percent of spa users (not envisioned as a “day spa”) will already be on campus as residents or guests; roughly the same percentage will apply to conference patrons, and about 50 percent of banquet patrons will already be on campus.

- A considerable but as-yet undetermined percentage of golf course patrons will also be parked on campus, either in residential areas or at the hotel. The developer expects that this will account for a majority of golfers, as the golf course is expected to operate primarily as a semi-private facility.

- Retail and office space land uses are accessory and incidental to the primary land uses.

All of this has given the developer confidence that the parking allocations presented in the development plan are reasonable.

Highlights of Parking Provisions in the Plan

This is particularly the case because the majority of parking from other than residential land uses will be accommodated with managed parking rather than as self-parking; the latter would require a greater number of parking spaces than would otherwise be the case.

The overall allocation of parking for residential land uses will exceed what is called for by traditional zoning criteria; this will leave a balance of parking that can be made available as and when required for shared parking and parking management strategies such as valet parking. For example, parking spaces (92) for flats and townhomes in Block B in buildings C-3, C-4, C-5, C-16 and CR-17 are convenient to the Village Green and could be made available for shared parking if any were available based on residential occupancy. The resort component is not relying on these spaces at all. These would only be used for valet convenience if they were available. In addition, the plan provides for 113 unassigned on-street parking spaces conveniently located in the residential areas. These 113 spaces will be primarily used by residential unit owners or their guests. The resort component is not relying on these spaces in their shared parking calculations, however could be utilized in certain parking management strategies, such as an event.

The key to all of this is that the developer plans to manage the assignment of variable parking demand on an as-needed basis through the provision of valet parking services for the “hospitality” component of the campus. In this regard, the demand for parking – whether it be generated by the golf course, the hotel, the spa or any of the associated activities – is to be met by valet services that the developer plans to staff and manage as required in order that storage of valet vehicles can be managed among and between three separate below grade parking facilities. The developer anticipates that the storage location of any one vehicle compared to another will remain transparent to customers, so that staff can maximize the use of vehicle storage areas while minimizing the turnaround time for retrieval of stored cars.

Resort Shuttle Service

Shuttle service will be provided between the resort and the hamlet of Amenia and the Wassaic Metro North train station.

Metro North Rail Service

Currently, Metro North has daily round trip commuter service starting at 5:10 a.m. from the Wassaic train station to Grand Central Station in New York City. The one way travel time is 2 hours +/- . The first morning train leaving Grand Central to Wassaic is 6:03 a.m. The last train at night leaving Grand Central Station is 9:54 p.m. The train schedules noted are as currently listed on the Metro North Railroad website and are subject to change.

According to the MTA, ridership is monitored almost daily and as demand increases, service will be increased as deemed appropriate by MTA.

Description	Program	Provided Parking	Parking per Zoning (if stand alone use)	Allocation and Calculation Notes
Residential Flats (All 2 bedroom) Townhome and Vineyard Cottage (All 3 bedroom) Single Family/Villa Units:	136 142 60	281 284 221	204 213 120	
Residential Total	338	786	537	The parking spaces (92) for flats and townhomes in Block B in buildings C-3, C-4, C-5, C-16 and CR-17 are convenient to the Village Green and could be made available for shared parking if any were available based on residential occupancy. The resort component is not relying on these spaces at all. These would only be used for valet convenience if they were available.
Hospitality Hotel Hotel Restaurant and Lounge Banquet Conference Retail on green (includes Café) Golf Course and Club Clubhouse Restaurant and Lounge Clubhouse Pro Shop Spa	300 150 300 145 18,700 29,000 120 4,000 46,000	467 10 50 10 31 100 0 0 37	437 50 100 48 75 116 40 16 184	 Following a generally accepted practice in matters of parking and as endorsed by ULI in Shared Parking, a reduction is taken to account for resort consultant's estimate that 80% of the potential 150 peak period users are "captive parkers" already on campus and within walking distance of the facility (150 peak users requires 1 space per 3 users, this is reduced by 80%, resulting in 10 spaces provided). Following a generally accepted practice in matters of parking and as endorsed by ULI in Shared Parking, a reduction is taken to account for resort consultant's estimate that 50% of the potential 300 peak period users are "captive parkers" already on campus and within walking distance of the facility (300 peak users requires 1 space per 3 users, this is reduced by 50%, resulting in 50 provided). Following a generally accepted practice in matters of parking and as endorsed by ULI in Shared Parking, a reduction is taken to account for resort consultant's estimate that 80% of the potential 145 peak period users are "captive parkers" already on campus and within walking distance of the facility (145 peak users requires 1 space per 3 users, this is reduced by 80% resulting in 10 provided). Incidental land use for which 2/3 of the of the anticipated users will be within walking distance. (75 required for retail on green reduced by 67% results in 25. 31 are provided.) These spaces are short term convenience spaces. An estimate of 100 spaces is sufficient within the total Parking Plan. Predictable variations by time of day, day of week and season of the year indicate that a surplus of parking capacity will be available for sharing with other uses, as is a generally accepted practice in matters of parking endorsed by ULI in Shared Parking. Incidental land uses for which 100% of Clubhouse Restaurant users accounted for in other parking calculations Incidental land uses for which 100% of Pro Shop users accounted for in other parking calculations Following a generally accepted practice in matters of parking and as endorsed by ULI in Shared Parking, a reduction is taken to account for resort consultant's estimate that 80% if the potential 184 peak period users are "captive Parkers" already on campus and within walking distance of the facility (184 peak users reduced by 80% results in 37 spaces provided).
Hospitality Shared Use Total		704	1,066	The above peek user on campus %'s were provided by the hotel operator/hospitality consultants. Variations in demand will be served by means of a managed valet service, properly staffed to handle peak demand periods. The portion of the surplus residential noted above that may be available for hospitality use is not figured into the reduction % calculation. If it were, the Shared Reduction % would decrease. Reduction is 34% or 362 spaces reduced for "captive parkers" already on campus or within walking distance. Hospitality Shared
Other Employee Lot (east of hotel) Winery Restaurant WWTP Maintenance Building	 80 seat	120 30 4 24	157 27 10	 Not all 228 employees are working at the same time. Carpooling, shuttle, mass transit and shared parking account for an additional reduction. The 157 per zoning is based on estimated hotel employees for the lodging facility zoning parking requirement. Stand Alone Stand Alone for O&M Stand Alone for employees
Other Total		178	194	
Grand Total		1,668	1,797	

Footnotes: In addition, [Transportation Demand Management Encyclopedia...](#) a frequently cited comprehensive reference of research from the Victoria Transport Policy Institute, provides some information on shared parking to justify parking reductions. As the ULI publication addresses the captive parker, this reference further supports the practice in stating that “...Parking requirements for retail, restaurant, hotel, convention and conference uses may be reduced where it can be determined that some portion of the patronage of these businesses comes from other uses...Parking requirements may be reduced up to 90 percent as appropriate.”

113 of the residential parking spaces in lines 1 and 2 above are unassigned on street parking spaces (see sheet P-2 right column also) that will be primarily used by residential unit owners or their guests. The resort component is not relying on these spaces in their shared parking calculations.

- LEGEND:**
- OVERALL PROJECT BOUNDARY
 - PROPOSED BUILDINGS
 - PROPOSED PRIVATE ROAD
 - 16 PROPOSED GOLF GREEN AND FAIRWAY
 - PHASE ONE
 - PHASE TWO
 - PHASE THREE
 - A BLOCK REFERENCE (SEE PHASING SCHEDULE)



PHASING PLAN



The Welcome House

PROJECT PHASING

