



Planning &amp; Urban Development Department

**Planning & Urban Development Department**  
Jeff Levine, Director

**Planning Division**  
Alexander Jaegerman, Director

March 24, 2015

Brad Fries  
Northland Enterprises, LLC  
17 South Street, 3<sup>rd</sup> Floor  
Portland, ME 04104

Andrew Johnston  
FST, Inc.  
778 Main Street, Suite 8  
South Portland, ME 04106

RE: Staff Review Comments for Preliminary Level II Site Plan

Project Name: Century Tire Plaza  
Address: 195 Kennebec Street  
Applicant: Northland Enterprises, LLC  
Planner: Nell Donaldson

Project ID: 2015-027  
CBLs: 34-C-9

Dear Mr. Fries:

Thank you for submitting an application for the redevelopment of the Century Tire site at 195 Kennebec Street. This proposal is being reviewed as a preliminary plan subject to the standards of the Site Plan Ordinance, Article V of the Land Use Code. This letter outlines preliminary staff comments.

### **Zoning**

Per *Section 14-298* of the city's land use ordinance, the B-7 zone has a maximum "street setback" of 10 feet, which Building B appears to exceed. (Note that dimensions from all buildings to the property lines should be shown on the revised plans.) Per *Section 14-298(c).2(f)*, there is an exception in this instance, as the maximum setback does not apply in the following case:

*Additions to buildings existing as of March 9, 2005 that are nonconforming as to the maximum setback need not conform to the maximum street setback provided the cumulative building footprint since March 9, 2005 does not exceed fifty percent (50%) of the existing building footprint. Such restriction shall not apply to those portions of the building addition that are constructed closer to the street line than the building footprint existing as of March 9, 2005 and to vertical expansions as provided for in Sec. 14-298(c)(2)(e).*

Similarly, neither Building A nor Building B is designed to conform to the B-7 dimensional requirement related to building height. This requirement, in *Section 14-298(h)*, states that newly constructed buildings must comply with the Bayside Height Overlay Map. The minimum height, however, does not apply to "[a]dditions to buildings existing as of March 9, 2005 provided that the cumulative additions since March 9, 2005 does not exceed fifty percent (50%) of the ground floor building footprint on March 9, 2005, except that such restriction shall not apply to those portions of the building addition(s) that are constructed closer to the street line than the building footprint existing as of March 9, 2005." As such, the minimum height restriction does not apply.

Under *Section 14-299(o)*, the B-7 zone requires that “[a]ll buildings shall have a minimum of one (1) public pedestrian entrance facing the street frontage of the lot.” Given this standard, plans should be revised to show Building A with an entrance on Kennebec Street.

## **Preliminary Staff Comments on Level II Site Plan (*Section 14-526*)**

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### **A. Transportation Standards**

#### **1. Impact on Surrounding Street Systems**

Thomas Errico, the city’s consulting traffic engineer, has reviewed the traffic assessment prepared by Bill Bray of Traffic Solutions. He finds the following,

*I have reviewed the traffic study and trip generation estimate and generally find the conclusions to be reasonable. I would note that while the methods seem reasonable, I am currently not in agreement with the conclusions that the project will basically not increase traffic when taking credit from historic traffic activity at Century Tire.*

It is expected that further discussion of this issue will occur during our meeting planned for Wednesday, March 24.

Mr. Errico further notes,

*Projects in the Bayside area of the City have been required to make monetary contributions towards implementation of the Marginal Way Master Plan and Extension of Somerset Street. Given that this project will be implementing components of each of the projects along their frontages and that the net change in traffic is not estimated to be significant, I would not expect a requirement for a monetary contribution.*

#### **2. Access and Circulation**

Mr. Errico has reviewed the proposed site access and circulation for all site users and offers the following comments related to the Marginal Way frontage,

*The project frontage on Marginal Way shall be adjusted to meet the design principles of the Marginal Way Master Plan (the nearby Gorham Savings Bank Building is a good example). The plans should account for the following:*

- *On-street parking*
- *The curb line should extend into Marginal Way and generally match the curb line at the Gorham Savings Bank site. The applicant should be cognizant of the transition from Forest Avenue and how vehicles will be aligned.*
- *10-foot brick sidewalk*
- *6-foot bicycle lane*

*The number of driveways provided for the site exceeds those allowed under the City's Technical Standards. From an access management perspective, I'm most concerned about conditions on Marginal Way. Please note the following:*

- *The project incorporates a shared driveway with Enterprise Rental which is a positive access management strategy, particularly when only entry movements into Enterprise will be permitted.*
- *Marginal Way traffic conditions, particularly with the influence of Forest Avenue, does concern me as it relates to the westerly driveway. My preference would be to eliminate this driveway, but recognize its importance for Enterprise access needs. A right-turn entry and exit driveway scenario would help to ease my concern regarding traffic impacts, but this configuration would eliminate Enterprise left entry movements, which I suspect would be problematic.*
- *The easterly driveway is acceptable to me as the primary driveway although it is suggested*

*that a formal direct pedestrian connection between Marginal Way and Kennebec Street be incorporated.*

Note that this direct pedestrian connection, as recommended by Mr. Errico, will help to formalize existing pedestrian travel patterns between Marginal Way and Brattle Street along the site's eastern boundary, and thus ensure that the plan meets standards related to safe internal circulation for all site users.

Regarding the project's interface with Kennebec Street, Mr. Errico continues,

*The frontage on Kennebec Street shall be adjusted to meet the design principles of the Somerset Street Extension project. The plans should account for the following:*

- *A 10-foot shared use bituminous path to be located next to the granite curb.*
- *A 7-foot brick sidewalk along the property boundary.*
- *On-street parking will not be permitted.*
- *Transition of the shared use path to an on-road cycle track on both ends of the project will be required.*

*The applicant should investigate the possibility of aligning the driveway on Kennebec Street with Brattle Street.*

*The plans should incorporate a full ADA compliant crosswalk on Kennebec Street between the site and Brattle Street (this crosswalk currently exists).*

David Margolis-Pineo, of the city's Department of Public Services, notes the following regarding curbing on Kennebec Street,

*The curbing material standard within the road right of way for the City of Portland is granite. Concrete is indicated on Kennebec St.*

Finally, Mr. Errico comments on the plan for the internal circulation system,

*Stop bar locations shall be placed prior to sidewalk at the driveways.*

*Detectable warning panels are not required at driveways.*

### **3. Public Transit Access**

Not applicable.

### **4. Parking**

Mr. Errico has reviewed the vehicular parking plans and comments as follows,

*I have reviewed the project parking supply calculation and it appears to be reasonable, although the actual parking generation needs will be a function of actual retail tenants. There will be opportunities for shared use reduction assumptions and thus in my professional opinion the site could absorb some reduction in parking given suggested site plan changes. I would also note that while the on-street parking supply is not permitted for use in parking demand calculations the benefit of providing Marginal Way on-street parking will provide project benefits.*

*The configuration of the six parking spaces located along the Enterprise property boundary are non-standardized and dimensional standards are unclear and I would prefer a more traditional layout.*

In addition, Bruce Hyman, the city's Transportation Program Manager, has reviewed the proposed bicycle parking and notes,

*The bike parking concrete pads should be a minimum of 8' in length and 6' in width (9'x6' better) to ensure their functionality.*

#### **6. Transportation Demand Management**

Not applicable.

### **B. Environmental Quality Standards**

#### **1. Preservation of Significant Natural Features**

Not applicable.

#### **2. Landscaping and Landscape Preservation**

Per *Section 14-526(2)b(i)*, dumpsters and storage areas are required to be screened from view from public sidewalks, streets, and adjacent properties. This standard should be addressed in the revised submittal.

Per *Section 14-526(2)b(iii)*, all development shall include street trees as specified in *Section 4* of the city's Technical Manual. *Section 4.6.3* of the Technical Manual requires that commercial developments provide street trees 30-45 feet on center in the city right-of-way along all street frontages unless otherwise approved. A waiver has been requested, citing site constraints. Given the comments of the city's traffic engineer stating that curb lines should be modified on both frontages, as well as long-range plans for the streetscape in East Bayside, this request is denied. Please revise plans to show street trees on both Marginal Way and Kennebec Street as required. Note that street trees may be placed on private property within 10 feet of the property line in order to meet the requirement.

In the final plans, some landscaping treatment is suggested for the "lawn area" currently depicted in the "L" of Building A on Kennebec Street.

Comments from Jeff Tarling, city arborist, are forthcoming.

#### **3. Water Quality, Storm Water Management and Erosion Control**

David Senus, the city's consulting civil engineer, has reviewed proposed stormwater management and erosion control measures for the site and has provided the following comments,

*In accordance with Section 5 of the City of Portland Technical Manual, a Level II development project is required to submit a stormwater management plan pursuant to the regulations of MaineDEP Chapter 500 Stormwater Management Rules, including conformance with the Basic, General, Flooding and Urban Impaired Stream (UIS) Standards. We offer the following comments:*

- a) Basic Standards: A site plan and details have been provided to address erosion and sediment control requirements, inspection and maintenance requirements, and good housekeeping practices in general accordance with Appendix A, B, & C of MaineDEP Chapter 500.*
- b) General Standards: The project will result in a net decrease in impervious area of approximately 6,232 square feet. As such, the project is not required to include any specific stormwater management features for stormwater quality control. As with all redevelopment projects, the City of Portland encourages the integration of stormwater quality treatment systems and low impact development design concepts into the design. Also, it should be noted that the City of Portland is considering adopting a stormwater user fee which is likely to be assessed based on square footage of impervious area on a commercial site. It is anticipated that annual credits may be offered to reduce the fee for properties that incorporate certain acceptable forms of stormwater quality treatment and/or quantity detention. Please consult the Portland Department of Public Services for more information regarding this potential future stormwater fee.*

- c) *Flooding Standard: The project will result in a net decrease in impervious area of approximately 6,232 square feet. Based on the reduction of impervious area, and the Pre- and Post-Development stormwater analysis provided in the Applicant's submittal, the project is not required to include any specific stormwater management features to control the rate of stormwater runoff from the site.*
- d) *UIS Standard: The project is not located within the watershed of a listed urban impaired stream, therefore the project is not required to mitigate or compensate to meet the UIS standard.*

**C. Public Infrastructure and Community Safety Standards**

**1. Consistency with Master Plans**

No comments at this time.

**2. Public Safety and Fire Prevention**

Captain Keith Gautreau of the city's Fire Prevention Bureau has provided the following comments,

*All construction and installation shall comply with 2009 NFPA 1, 2009 NFPA 101.*

*All construction and installation shall comply with City of Portland Fire Department Building Regulations.*

*All construction and installation shall comply with City Code Chapter 10.*

**3. Availability and Capacity of Public Utilities**

Capacity letters should be forwarded upon receipt.

Regarding the design of stormwater infrastructure, Mr. Senus notes the following,

*The Applicant proposes to install a new storm drain collection system for the majority of the site that will discharge to a catch basin connected to the combined sewer in Marginal Way. The Applicant proposes to preserve an existing Catch Basin "A" on the south side of the site, which connects to the Kennebec Street combined sewer system. The City anticipates installing a new, separated storm drain system in Marginal Way in the coming years; as such, the City requests that existing Catch Basin "A" be connected into the proposed system discharging to Marginal Way.*

Mr. Margolis-Pineo echoes this comment,

*Since Marginal Way will have a new separated stormwater system in the near future, is it possible to convey drainage from existing CB A to proposed CB 1 and abandon lateral from existing CB A to CB with a rim of 10.30 in Kennebec St?*

**D. Site Design Standards**

**1. Massing, Ventilation, and Wind Impact**

No comments at this time.

**2. Shadows**

Not applicable.

**3. Snow and Ice Loading**

Snow storage areas should be depicted on final plans.

**4. View Corridors**

Not applicable.

**5. Historic Resources**

Not applicable.

## 6. *Exterior Lighting*

According to the preliminary photometric plans, the site will exceed the average and maximum illumination standards as well as the light trespass standards of *Section 12.2* of the city's Technical Manual. Lighting plans should be revised to meet exterior site lighting standards.

Final plans should include street lights as required in *Section 10* of the city's Technical Manual. These should include the Bayside District large scale light on Marginal Way and the Bayside District medium scale light on Kennebec Street. See the Technical Manual for spacing standards.

## 7. *Noise and Vibration*

No comments at this time.

## 8. *Signage and Wayfinding*

Separate sign permits will be required.

## 9. *Zoning Related Design Standards*

Planning staff has conducted a preliminary design review, evaluating the elevations provided in the original submittal against the *B-7 Design Principles & Standards*. Caitlin Cameron, the city's urban designer, summarized the findings of the design review as follows,

*The proposed design does not pass all of the criteria of the B7 Design Guidelines – please refer to comments below regarding Standards not currently being met. The applicant may revise the design according to the review comments and resubmit.*

### Principle A: Urban Design

*A-5: Pedestrian Environment – Development on public streets or public spaces shall . . . enhance the pedestrian environment through the use of elements at the first floor such as fully functioning entries oriented to the street; active windows and storefronts; awnings and weather protection; appropriately scaled streetlights; trees and landscaping; . . .*

- *Building A does not incorporate any elements to enhance the pedestrian environment on Kennebec Street.*
- *Street lights and street trees are not currently shown in proposal.*

*A-7: Building Orientation – The primary facades and entrances of buildings shall be oriented to streets, major pedestrian routes, or open spaces in order enhance the pedestrian-oriented environment. The primary facades and entrances of buildings shall not be oriented toward parking lots.*

- *Building A should be revised to orient the primary façade and entrance(s) to the street.*

### Principle B: Access and Circulation

*B-2: Street Connectivity – New development shall coordinate with, intersect, and extend existing streets and sidewalks at multiple access points.*

- *Direct pedestrian access through the eastern side of the site connecting Kennebec Street and Marginal Way will formalize existing desire lines and coordinate with existing crosswalk locations.*

*B-6: Multi-modality – New development shall create a functional and safe environment that provides a continuous travel corridor for pedestrians and bicycles which serves the same major destinations as automobiles.*

- *Direct pedestrian access through the eastern side of the site connecting Kennebec Street and Marginal Way will formalize existing desire lines and coordinate with existing crosswalk locations providing a continuous travel corridor to modes in addition to automobiles.*

*B-9: Streetscape Design – New development in the public realm shall utilize the City's streetscape standards for Bayside which include specifications for sidewalks, streetlights, street furniture, fencing and walls, landscaping and signage in order to create a unified image of the neighborhood.*

- *Please provide details and locations for street lights and street trees according to Site Plan and Technical Manual standards.*

*B-11: Lighting – Street lights along public streets shall be scaled to the size, traffic volume and use that is typical for that street, as defined in the street hierarchy in Standard B-1 Streets and Alleys.*

- *Please provide details and locations for street lights according to Site Plan and Technical Manual standards.*

#### *Principle E: Architectural Design*

*E-6: Entrances – Buildings along public streets shall have the primary entrances oriented to the street. Primary entrances shall not be oriented to a parking lot or structure. . . . Commercial and mixed use buildings shall be permeable and accessible on all sides from the public way, unless the building program precludes such design.*

- *Building A should be revised to provide a primary entrance on Kennebec Street.*

*E-7: Windows – Windows shall be located on all facades visible from public rights of way. . . . The first floor transparency (minimum visible transmittance (VT) of .7 or greater) along public streets and the trail shall be equal to at least 50% of the wall area between the height of 2 and 9 feet.*

- *Building A South Elevation, which faces Kennebec Street, should be revised to provide windows.*

*E-12: Materials – Fiber cement panels shall only be used on portions of the building not visible from public rights of way.*

- *Applicant may either revise the material palette of the project or submit a waiver request from this Standard.*

*E-13: Transparency – Windows that have daylighting application on all levels of the facade shall use glass with a visible transmittance (VT) value of .7 or greater, which looks clear. . . . Opaque, heavily tinted or reflective glass shall not be used at the pedestrian level unless it can be demonstrated that the building program precludes the use of transparent glass.*

- *Please provide more information about the transparency of the storefront.*

*E-16: Signage – Each building may have one sign per storefront tenant at the pedestrian level, one sign board at each entrance with a tenant roster, and a street number sign at entrances as necessary.*

- *Building A may have up to two signs*
- *Building B may have up to four signs*

#### **Additional Submittals Required**

The following additional materials should be provided in a revised submittal:

- Final plans meeting the submission requirements of 14-527, including distances to property lines,
- Revised survey responding to the comments of Bill Clark, the city's surveyor,

1. *Please have State Plane Coordinates added for property corners, and the City monument along Marginal Way.*
2. *Property corners need to be set.*

3. *The City of Portland owns the parcels shown as owned by the State of Maine. I added the deed reference.*
4. *The plan show the sideline of Forest Avenue as "assumed". I have been doing research this week in the Archives and will provide info for them when I get good info and get it all tied into Portland Street, Brattle Street, and Kennebec Street.*

A survey markup is attached.

Note that the Planning Authority may request additional information during the continued review of the proposal according to applicable laws, ordinances and regulations.

### **Planning Staff Recommendation**

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Based upon the staff review of the preliminary Level II site plan, I recommend that the applicant proceed with submission of a final plan for staff review. Please submit one (1) complete paper set and one (1) digital set of plans and documents to address staff comments. Upon receipt of the revised material, the City of Portland will review the additional plans and information for conformance with applicable ordinances. Please be aware that an application expires within 120 days of the date upon which this written request for additional information was made.

If you have any questions, feel free to contact me at 874-8723 or by email at [hcd@portlandmaine.gov](mailto:hcd@portlandmaine.gov).

Sincerely,



**Nell Donaldson**  
Planner

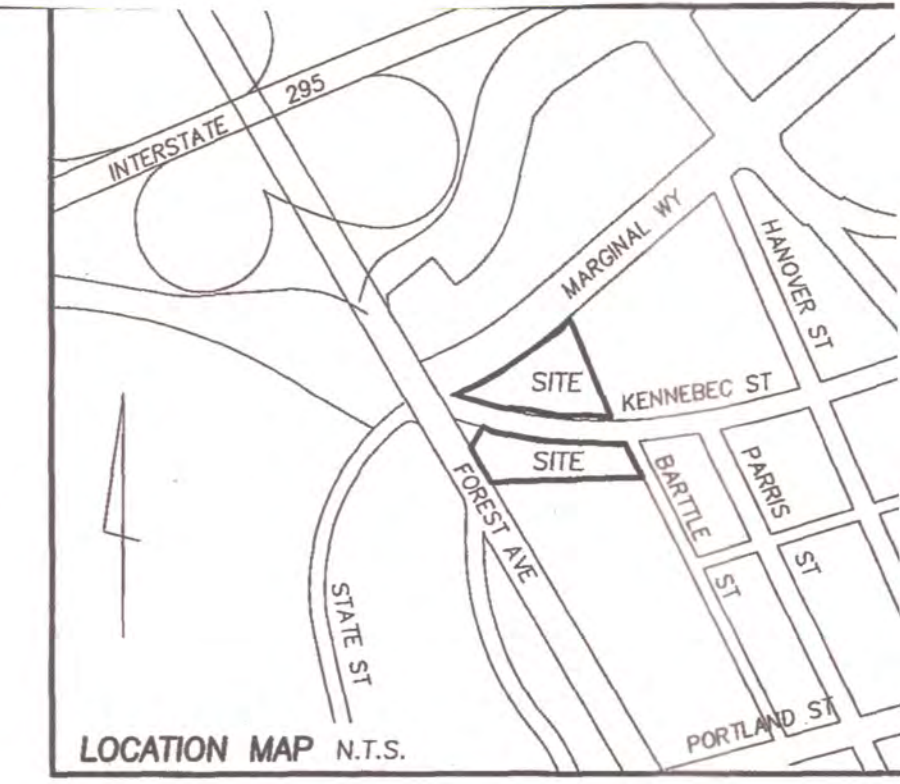
### **Attachments**

1. Markup, Bill Clark, Department of Public Services

### **Electronic Distribution**

Alexander Jaegerman, Planning Division Director  
Barbara Barhydt, Development Review Services Manager  
Jennifer Thompson, Associate Corporation Counsel  
Ann Machado, Zoning Administrator  
Katherine Earley, City Engineer, Public Services  
David Margolis-Pineo, Deputy City Engineer  
Captain Keith Gautreau, Fire  
Jeff Tarling, City Arborist  
Tom Errico, P.E., TY Lin Associates  
David Senus, P.E., Woodard & Curran





**PLAN REFERENCES**

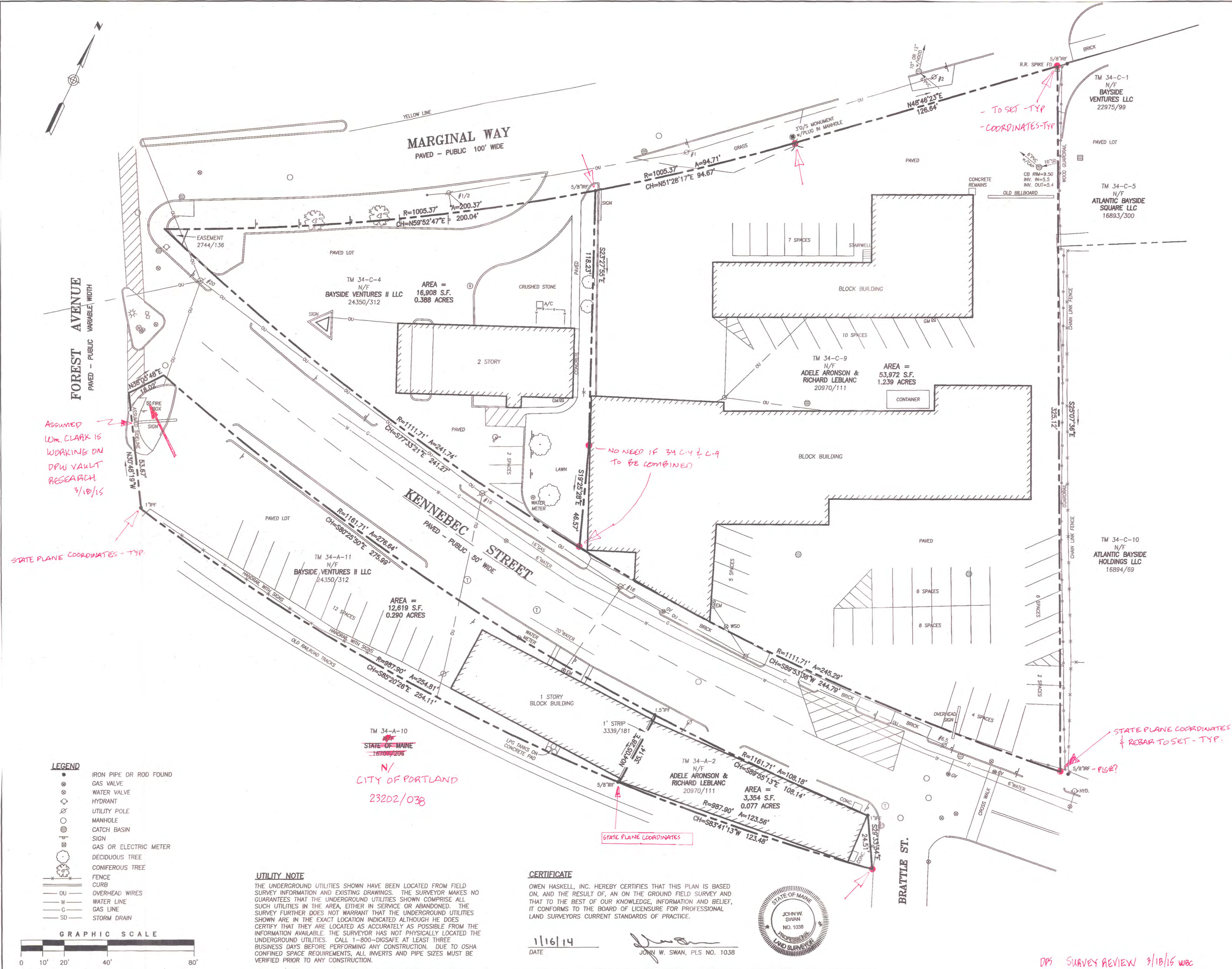
- RIGHT OF WAY AND TRACK MAP, PORTLAND TERMINAL COMPANY JUNE 30, 1916 DWG. V-1-C/1 AND DWG. V-A-C/2.
- PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR C.E. NOYES AND CO. DATED MAY 1948 BY H.I. & E.C. JORDAN.
- MAINE STATE HIGHWAY COMMISSION RIGHT OF WAY MAP, STATE HIGHWAY 295 DATED JANUARY 1967, DECEMBER 1967 SHC FILE NO. 3-185.
- STANDARD BOUNDARY SURVEY, HANOVER STREET, PORTLAND, CUMBERLAND COUNTY, STATE OF MAINE FOR ALPINE REALTY CORPORATION DATED FEB. 25, 2000 REVISED THROUGH MARCH 9, 2000 BY LEWIS AND WASINA, INC.
- PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR POST OFFICE DEPARTMENT, PROPOSED MOTOR VEHICLE FACILITY DATED APRIL 5, 1962 BY H.I. & E.C. JORDAN.
- STANDARD BOUNDARY SURVEY OF KEY BANK PROPERTY, MARGINAL WAY, FOREST AVENUE AND KENNEBEC STREET, PORTLAND, MAINE FOR GRANGER NORTHERN DATED AUGUST 28, 1987 BY SEBAGO TECHNICS, INC.
- BOUNDARY SURVEY, U.S. POST OFFICE AND F.O. BUILDING DATED AUGUST 21, 1963, ALBERTI, LAROCHEEL AND HOODSON ENGINEERING CORP., INC.
- PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR DEPOSITORS CORP. DATED APRIL 20, 1972 BY H.I. & E.C. JORDAN.
- PLAN OF PROPERTY IN PORTLAND, MAINE MADE FOR HUMBLE OIL AND REFINING CO. DATED APRIL 1971 BY H.I. & E.C. JORDAN.
- ALTA/ACSM LAND TITLE SURVEY ON MARGINAL WAY AND KENNEBEC STREET, PORTLAND, MAINE MADE FOR BAYSIDE VENTURES II LLC DATED AUGUST 29, 2006 BY OWEN HASKELL, INC.

**NOTES**

- OWNERS OF RECORD: TAX MAP 34-A-1 & TAX MAP 34-C-4 BAYSIDE VENTURES II LLC DEED BOOK 24350 PAGE 312  
TAX MAP 34-A-2 & TAX MAP 34-C-9 ADELE ARONSON & RICHARD LEBLANC DEED BOOK 20970 PAGE 111
- BEARINGS ARE BASED ON MAINE STATE PLAN COORDINATES NAD 83.

**FLOOD ZONE NOTE**

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS IN ZONE C OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 230051 13B, WHICH BEARS AN EFFECTIVE DATE OF JULY 17, 1986 AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.



**FOREST AVENUE**  
PAVED - PUBLIC VARIABLE WIDTH

**MARGINAL WAY**  
PAVED - PUBLIC 100' WIDE

**KENNEBEC STREET**  
PAVED - PUBLIC 50' WIDE

**BRATTLE ST.**

ASSUMED  
WM. CLARK IS  
WORKING ON  
DPW VAULT  
RESEARCH  
3/18/15

STATE PLANE COORDINATES - TYP.

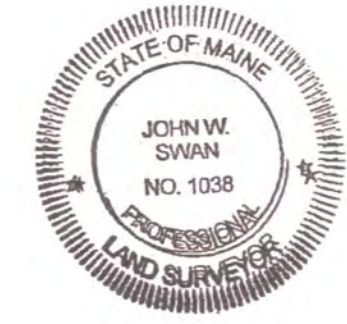
NO NEED IF 34-C-4 & C-9  
TO BE COMBINED

STATE PLANE COORDINATES  
& REBAR TO SET - TYP.

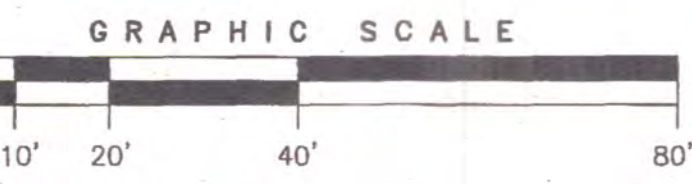
- LEGEND**
- IRON PIPE OR ROD FOUND
  - GAS VALVE
  - WATER VALVE
  - HYDRANT
  - UTILITY POLE
  - MANHOLE
  - CATCH BASIN
  - SIGN
  - GAS OR ELECTRIC METER
  - DECIDUOUS TREE
  - CONIFEROUS TREE
  - FENCE
  - CURB
  - OU OVERHEAD WIRES
  - W WATER LINE
  - G GAS LINE
  - SD STORM DRAIN

**UTILITY NOTE**  
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEES THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEY FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM THE INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. CALL 1-800-DIGSAFE AT LEAST THREE BUSINESS DAYS BEFORE PERFORMING ANY CONSTRUCTION. DUE TO OSHA CONFINED SPACE REQUIREMENTS, ALL INVERTS AND PIPE SIZES MUST BE VERIFIED PRIOR TO ANY CONSTRUCTION.

**CERTIFICATE**  
OWEN HASKELL, INC. HEREBY CERTIFIES THAT THIS PLAN IS BASED ON, AND THE RESULT OF, AN ON THE GROUND FIELD SURVEY AND THAT TO THE BEST OF OUR KNOWLEDGE, INFORMATION AND BELIEF, IT CONFORMS TO THE BOARD OF LICENSURE FOR PROFESSIONAL LAND SURVEYORS CURRENT STANDARDS OF PRACTICE.



DATE 11/16/14  
JOHN W. SWAN, PLS NO. 1038



REV. 11/16/14 FLOOD NOTE ADDED

**BOUNDARY SURVEY**  
ON  
MARGINAL WAY, KENNEBEC STREET & FOREST AVENUE  
PORTLAND, MAINE  
MADE FOR  
**ATLANTIC NATIONAL TRUST**  
50 PORTLAND PIER, SUIT 400, PORTLAND, MAINE

**OWEN HASKELL, INC.**  
390 U.S. ROUTE ONE, FALMOUTH, ME 04105 (207) 774-4024  
PROFESSIONAL LAND SURVEYORS

|          |      |                   |           |
|----------|------|-------------------|-----------|
| Drwn By  | RS   | Date              | Job No.   |
| Trace By | JLW  | DECEMBER 12, 2013 | 2013-216P |
| Check By | JWS  | Scale             | Drwg. No. |
| Rev. No. | FILE | 1" = 20'          | C-20      |

DPW SURVEY REVIEW 3/18/15 wbc