



# PLANNING BOARD REPORT PORTLAND, MAINE

**Six unit Commercial Building**  
421 Warren Avenue  
Final Level III Site Plan  
Project ID 2014-016 CBL 296-A006001  
PH Warren Avenue, LLC, Applicant

Submitted to: Portland Planning Board  
Public Hearing Date: May 27<sup>th</sup>, 2014

Prepared by: Jean Fraser, Planner  
Date: May 23<sup>rd</sup>, 2014

## I. INTRODUCTION

Steve Bushey of Fay, Spoffard & Thorndike, on behalf of P H Warren Avenue, LLC, has submitted a Final Level III Site Plan for a proposed single story industrial building of 25,040 sq ft floor area to create a 6 unit commercial complex with 26 parking spaces. It is proposed to be accessed via an existing drive that currently serves 429 Warren Avenue (also owned by the applicant).

This project was the subject of a Planning Board Workshop on March 18, 2014, although at that time the proposal was for a 28,000 sq ft building with 7 larger units and a larger paved area that impacted substantially more wetland.

The proposed building is located on a 9.2 acre site that is part of the 48+ acre site known as “Warren Green”. The applicant has purchased the whole of the “Warren Green” site (see [Plan P1](#) and [Attachment 7](#)) and is currently in discussions regarding the possible sale of part or all of the remainder of this larger site to the City. The City would like to acquire some part of the area to enhance water quality and preserve water resources in the Capisic Brook watershed. The applicant also owns the properties abutting both sides of the project on the Warren Avenue frontage.

The proposed development of commercial units does not create a subdivision under State law or City ordinances, as both relate to dwelling units only.

A total of 116 notices of this Hearing were sent to property owners within 500 feet and to interested citizens and a notice was published in the May 19<sup>th</sup> and 20<sup>th</sup>, 2014 editions of the *Portland Press Herald*. The applicant held a public information meeting on March 17, 2014 regarding the associated MDEP application to fill in wetlands on part of the site, which was noticed widely. A Neighborhood Meeting was held on April 30, 2014 and attended by 6 neighbors ([Attachment M](#)). To date the Planning office has not received any written public comments although there have been telephone inquiries.

Required reviews: The site plan is being reviewed under the Land Use Code provision 14-526 (Site Plan). The project is located within the Capisic Brook Watershed District and must obtain a Stormwater Permit from the City of Portland (delegated review). The project requires a Natural Resources Protection Act (NRPA) approval from the Maine DEP (Tier I permit for wetland fill).

Required waivers: Three waivers are identified in the table below. The applicant has not addressed the tree preservation and landscaping ordinance and waivers may be requested in the context of that requirement.



<i>Requested Waiver</i>	<i>Standard and any waiver provisions</i>
<b>Driveway Design:</b> the access driveway into the proposal site is 45 feet in width and exceeds the maximum in order to allow for the large vehicles anticipated to require regular access to the site and to avoid conflict with the existing turning movements and traffic flows on the joint access drive.	<i>Technical Manual Section 1.7.1.4</i> which specifies a maximum of 36 feet wide for a major commercial driveway. (Note: the driveway is off of a private drive jointly serving the project not directly off of a public street; Tom Errico, Traffic Reviewer, supports the waiver.)
<b>Parking Lot and Parking Space Design:</b> The parking aisles are up to 68 feet in width to allow for circulation by truck vehicles and therefore exceed the maximum width.	<i>Technical Manual Section 1.14</i> which specifies a maximum of 24 feet for parking aisles. Tom Errico, Traffic Engineer, supports the waivers in view of the anticipated tenants.
<b>Bicycle Parking Spaces-</b> waiver requested from the requirement, as 2 are proposed outside and the applicant considers that tenants will likely store bicycles in their units.	Ordinance 14-526 Site Plan Standards requires 2 bicycle parking spaces for every 10 required vehicle parking spaces, which would be 4 bicycle parking spaces for this project.

**II. PROJECT DATA**

<i>DATA</i>	<i>Original Proposal (as for March Workshop)</i>	<i>Final Proposal (as reviewed in this hearing report)</i>
<b>Total Site Area</b>	418,393 sq ft	409,000 sq ft
<b>Existing Zoning</b>	B4	B4
<b>Existing Use</b>	Vacant, flat gravel	Vacant, flat gravel
<b>Proposed Uses</b>	Commercial units for rent	Commercial units for rent
<b>Proposed structure height</b>	21 feet	21 feet
<b>Total Disturbed Area</b>	110,207 sq ft	74,809 sq ft
<b>Existing impervious areas</b>	0	0
<b>Proposed impervious areas</b>	82,764 sq ft	56,252 sq ft
<b>Increase in impervious area</b>	82,764 st ft	56,252 sq ft
<b>Existing wetland</b>	3.5 to 4 acres	3.5 to 4 acres
<b>Proposed wetland fill</b>	25,093 sq ft	14,323 sq ft (see NRPA Permit in <u>Att N</u> )
<b>Existing building footprint</b>	0	0
<b>Proposed building footprint</b>	28,000 sq ft	25,040 sq ft
<b>Proposed floorspace</b>	28,000 sq ft	25,040 sq ft
<b>Proposed parking as required by zoning</b>	41 proposed; 28 required by zoning	36 proposed; 25 required by zoning
<b>Proposed bicycle parking</b>	4 (4 required by Ordinance)	2 (4 required by ordinance)
<b>Estimated Cost of Project</b>	\$1.5 million	\$1.5 million
<b>Uses in Vicinity:</b>	Mixed commercial along Warren Avenue; undeveloped at rear	Mixed commercial along Warren Avenue; undeveloped at rear

**III. EXISTING CONDITION**

The part of the site nearest to Warren Avenue, where the new building is proposed, is about half cleared with gravel and the remainder is wetland mixed with vegetation, including many trees. The rear part of the lot (approximately 7 acres) is mostly fingers of wetland which are part of a much larger area of wetland (Attachment 7 shows wetland over the wider “Warren Green” site).



Photo submitted by applicant

The lot is bounded on the west and east (nearest Warren Avenue) by commercial developments similar to the proposed project and owned by the applicant. The commercial development to the west is 429 Warren Avenue ( 2 buildings totaling about 35,000 sq ft) in the same ownership as the proposal site. It is served by an existing 36 foot wide access drive from Warren Avenue, and this is proposed as a shared access for the new commercial building.

There are bituminous sidewalks along the frontage and a former (now unused) curb cut on the site.

#### IV. PROPOSED DEVELOPMENT

The proposal plans (Plans P3. to P20.) show the layout and physical site work on the southern part of the lot where the new development is proposed, with the building elevations in Plan P20. The development has been reduced in scale so there is 35,000 sq ft less disturbed area and the impervious surface is reduced by approximately 26,500 sq ft.

The revised layout comprises a new single story 110 foot (at widest) by 300 foot L-shaped building containing 6 commercial units: 4 units at 3,500 sq ft each; and 2 units of 5,500 sq ft each, to total 25,000 q ft. Each unit will have an overhead door and pedestrian door and initially have an open interior to be leased and modified by small business users.

The parking has been reduced to 36 spaces, largely located near the front of the units with some around the periphery of a large paved area accessed by a 45 foot wide drive onto the joint access drive to Warren Avenue. Drainage will be managed by gravel wetlands to the rear of the building and along the joint access drive, and just over 14,323 sq ft of existing meadow and tree wetland will be filled in to accommodate the development. The impact on wetland is greatly reduced from the earlier proposal, which required filling of over 25,000 sq ft of wetland.

The proposals include the provision of three street trees in the Warren Avenue ROW but no other tree planting or reinstatement planting is proposed. Where the new access is created from the joint access drive, a few shrubs and boulders are proposed.

#### V. PUBLIC COMMENT and WORKSHOP

**A. Public comments:** There were no public comments at the time of the Planning Board Workshop and one written comment was received recently from a neighbor Maria Kerley on Iffley Street (PC1) expressing concerns about the impacts of this proposal. At the public meetings arranged by the applicant it is understood that some local residents indicated they would like the remaining land to be sold to the City. The sale of the rest of the lot is not an issue before the Board.

**B. Planning Board comments:** The Planning Board requested further explanation of the expanse of paved area associated with the first proposals, and sought clarification regarding tree saves and planting. The applicant has revised the proposals to reduce the building size (by 3000 sq ft) and this has resulted in a smaller area of paved surface and reduced wetland fill. The question of treesaves and planting has been addressed by the applicant but staff have suggested that this aspect needs further attention.

#### VI. RIGHT, TITLE AND INTEREST

The applicant has submitted evidence of ownership of the larger lot (48+acres) in a deed recorded in June 2013 at the Cumberland County Register of Deeds at Book 30781 Page 74. The owner has indicated that the 9.2 acre site will be retained and some or all of the remainder will be sold in due course, with a transfer to the City currently under discussion. Since the basis of the review is the 9.2 acre site (regarding compliance with numerical standards and dimensions), a potential condition of approval has been included to ensure that any sale of the remainder of the lot retains the development site so that it is substantially as presented in this report:

*That this approval relates to the 9.2 acre site identified in Plan P6 fronting onto Warren Avenue, which at the time of this approval is part of a 48+acre site owned by the applicant. If any part of the 48+acre lot is sold off or further developed, the applicant would need to retain the 9.2 acre site that is subject of this approval and include it in any subdivision review, or otherwise obtain verification from the Zoning Administrator and Planning Authority that the subject site, as created by any sale, remains in conformity with zoning and site plan requirements; and*

The proposal is accessed via a joint access with the neighboring development and some of the site development, including the driveway, some parking and landscaping, is located outside the subject parcel. At present the applicant

owns both the abutting and subject parcels, but one or both could be sold in the future. A potential condition of approval requires a joint access easement which includes shared rights for the drive access from Warren Avenue, and rights for the paving and local drive access, parking, landscaping and other elements that are encroaching on the abutting lot.

## VII. STAFF REVIEW

### A. ZONING ASSESSMENT

The revised final proposals have been reviewed by Marge Schmuckal, Zoning Administrator, and she has confirmed:

*I have reviewed the revised project that reduces the size the square footage of the building and number of units to 6 from 7. I also reviewed the responses to my previous comments. All the B-4 requirements are being met. Again, a permit is required for the principal structure and separate use permits are required for each unit before occupying. Separate permits are required for all signage. (Attachment 5)*

### B. SITE PLAN STANDARDS

The review has addressed the 9.2 acre parcel that is described on the submitted data sheet. The remainder of the 48+acre lot is not reviewed as it is intended to be transferred and not benefit the subject site.

#### A. Transportation

##### 1. Impact on Surrounding Street system

The proposed development utilizes an existing access that currently serves the commercial units at 429 Warren Avenue (aka 424 Warren) , which serves just over 35,000 sq ft warehouse/commercial space plus ancillary offices. Tom Errico, the Consultant Traffic Engineer, requested that the applicant provide a traffic generation estimate for the proposed project as well as for the two existing buildings serviced by the shared driveway, in order to determine whether a Traffic Movement Permit (TMP) is necessary (Attachment 3). The applicant has submitted this information (Attachment L) and Mr Errico has confirmed a TMP is not required (Attachment 3)

##### 2. Access and circulation, loading and servicing

The access into the new site has been revised from a 60 foot wide curb cut to a 45 foot wide curb cut, branching from the existing access drive from Warren Avenue that currently serves 429 Warren (two existing warehouse /industrial /commercial buildings) (See Plan P6). The new internal curb cut opens immediately into a large area of pavement that extends about 110 feet out from the new building in the central area, narrowing to 80 feet from the new building at south end and partially wrapping around the building at both ends. This area provides access to the units by large vehicles, including tractor-trailers, and includes parking around the periphery and an area alongside the building for the snowplow (Attachment O).

The revised proposals appear to include pavement at the north end that is not required for the large tractor-trailer turning movements (as shown in Plan P21) nor for fire access or parking (Attachment 3). Staff requested a further explanation of the need for this particular shape of paved area and the applicant has addressed these questions in Attachment O.

Tom Errico, Traffic Reviewer, has provided the following final comments and confirmed that he supports waivers for the driveway entrance and aisle widths (Attachment 3):

- *The proposed driveway entrance exceeds City standards and a waiver will be required. The applicant shall provide an Auto-Turn analysis documenting the need for the wide driveway.  
**Status - In response to this comment, the applicant has reduced the size of the driveway. The revised driveway width continues to exceed the City's standard. Based upon a review of a truck turning template graphic, I find the proposed driveway design to be acceptable and therefore I support a waiver from City standards.***
- *The aisle widths in the internal parking/circulation area do not meet City standards and a waiver will be required. The applicant shall provide an Auto-Turn analysis documenting the need for the expanded pavement areas.  
**The applicant has provided a truck turning template graphic that shows a significant portion of the parking lot will be required for very large truck maneuvers. The graphic also illustrates***

*that the trucks will require use of areas that are noted as general passenger car parking spaces. From a traffic perspective the paved area will not present safety or circulation problems. The applicant will need to coordinate closely with tenants to ensure parking areas will not constrain large truck maneuvers. It is my understanding that the applicant has experience managing this type of situation. Given that the site is somewhat contained and is set back from Warren Avenue, I find conditions to be acceptable and support a waiver for parking lot aisle width.*

3. Pedestrian Access

Each of the proposed 6 units have a pedestrian entrance from the central paved area which also provides parking spaces (Plan P6). Tom Errico, Traffic Reviewer, had requested a pedestrian link from the sidewalk to the building entrances, and marking of the area along the front of the building to identify a pedestrian route (Attachment 3).

The revised proposals include the pedestrian connection from the new building to the Warren Avenue sidewalk, but have not indicated the painted marking for the pedestrian route along the front of the building and across to the pedestrian link. A potential condition of approval has been included, at Mr Errico's recommendation, to include the painted markings for the pedestrian route.

4. Parking Requirements

The proposal includes 36 parking spaces, distributed around the perimeter of the central access area to serve the units. The zoning requirement would be 25 spaces (1 per 1000 sq ft). The additional parking is not directly creating the need for the shape of the paved area. In view of the unknown mix of tenants, staff consider the number of parking spaces to be acceptable.

5. Bicycle Parking Requirements

The ordinance standard for this development is 2 bicycle parking spaces for every 10 required vehicle parking spaces, ie 4 bicycle parking spaces. The applicant has provided 2 bicycle parking spaces in a rack near Warren Avenue and requested a waiver for the other 2 spaces based on the expectation that employees with bikes would store them within the units. Staff agree that in this case the two spaces for visitors is adequate and support the waiver.

6. Snow Storage

The site plan (Plan P6) does not specifically call out snow storage. The proposed paved area is likely to provide adequate area for snow storage, but the proposed wetland cells, swales and erosion control features about the paved area and a Snow Storage Plan is required to ensure that these areas are not used for snow storage. A potential condition of approval requests that snow storage areas be shown on the requested Landscape Plan.

Note: Public Transit Access and TDM requirements do not apply to this project.

**B. Environmental Quality**

1. Landscape Preservation

Preservation of a percentage of large trees within the setbacks of the 9.2 acre site is an Ordinance requirement. The City Arborist had previously requested a tree save plan but the applicant has indicated in Attachment L (page 10) that this is not required because the remaining 40 acres addresses this requirement. The evaluation of this proposal is based on the site of 9.2 acres described on the data sheet and staff consider that if there are any large trees near the edge of the proposed paved area, that they should be identified for protection on a plan. Staff have not suggested that the project be scaled down in order to protect trees, as the waiver provision in the ordinance would allow the applicant to remove and replace (elsewhere on the site) any large trees. A potential condition of approval covers this concern and other landscaping issues as discussed below.

2. Site Landscaping and Street Trees

The Site Plan (Plan P.6) shows three street trees and a few shrubs and boulders near the new access from the joint drive. The Site Plan and zoning ordinances include the following requirements which apply to this site and have been met by other developments on Warren Avenue:

**B4 Zoning Requirement:**

- (a) *Landscaping and screening:* The site shall be suitably landscaped for parking, surrounding uses and accessory site elements including storage and solid waste receptacles where required by article IV (subdivisions) and article V (site plan).

**Site Plan Standards:**

- (ii) *Parking Lot Landscaping:*
- (a) *Developments with five (5) or more parking spaces shall include at least two (2) trees (or one (1) tree and three (3) shrubs) per five (5) parking spaces planted in landscaped islands to screen shade and break up parking. Trees and shrubs in parking lots may be in informal groups, straight rows, or concentrated in clusters as detailed in Section 4 of the Technical Manual.*
- (b) *Landscaped islands shall be distributed so that uninterrupted pavement does not exceed forty (40) parking spaces.*
- (c) *Landscaped islands shall be curbed and a minimum of eight (8) feet in width, not including curbing. The incorporation of bioretention into landscaped islands is strongly encouraged.*

As noted at the Workshop, planting is also needed for the proposed gravel wetlands and staff suggest a separate Landscape Plan for this, along with parking lot landscaping and replacement trees. A potential condition of approval is included to cover these issues along with tree preservation.

3. Stormwater Management

The proposals result in creation of new impervious areas that total 56,252 sq ft, of which the new commercial building accounts for just under a half (25,000 sq ft). The area of impervious surface has been reduced from over 80,000 sq ft in the revised proposals. The project also results in the filling of 14,323 sq ft of wetlands and the applicant has applied for a Tier I Permit under NRPA. The site is within the Capisic Brook Impaired Watershed.

The applicant has submitted a final Stormwater Management Report (Attachment K) and Dave Senus, consulting engineering reviewer, has confirmed that the overall proposals are acceptable subject to some minor conditions (Attachment 1) that have been included in the motion for the Board to consider. These include the requirement for an in-lieu compensation fee of \$6,950 because the project is required to comply with the Urban Impaired Stream Standard.

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

1. Consistency with City Master Plans

The Department of Public Services (David Margolis-Pineo) has commented (Attachment 2):

*Since the curb cut on Warren Ave in front of this project is not proposed to be used, the applicant is requested to close the curb cut. The curbing shall be set in concrete to match the abutting curb work... Warren Ave in this area is currently under a pavement moratorium until October 26, 2014. However as long as the applicant does not encroach the pavement more than two feet from the face of curb, no moratorium repair will be requested if the work is done before this date.*

The applicant has agreed to close this curb cut in the submitted narrative (Attachment L) but it is not shown on the plans. A suggested condition of approval requests this be shown in the site plan in Plan P6.

2. Public safety

The proposals are acceptable as they include lighting and a pedestrian link along the front of the building and connecting to the sidewalk on Warren Avenue.

3. Fire prevention

Captain Chris Pirone has outlined his concerns (Attachment 6) but further discussion is necessary to determine whether and where an additional hydrant is needed, whether the sprinkler connection is adequate. A potential condition of approval addresses this outstanding issue.

#### **D. Site Design Standards**

##### **1. Site Lighting**

The proposed lighting fixtures are included in Attachment J (at end) and the Photometric Plan is included in Plan P7; both meet the City's Technical Standards.

##### **2. Construction Management Plan**

The final submission includes an acceptable Construction Management Plan (Attachment H).

#### **VIII. STAFF RECOMMENDATION**

The Planning staff recommend approval of this project subject to the suggested conditions of approval as cited in the proposed motions.

#### **IX. MOTIONS FOR THE BOARD TO CONSIDER**

##### **a. WAIVERS**

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations, contained in the Planning Board Report for the public hearing on May 27, 2014 for application #2014-016 (421 Warren Avenue) relevant to Portland's Technical and Design Standards and other regulations, and the testimony presented at the Planning Board hearing:

1. The Planning Board (waives/does not waive) Technical Design Standard Section 1.7.1.4 which specifies a maximum of 36 feet wide for a major commercial driveway, to allow the drive entrance to be 45 feet wide.
2. The Planning Board (waives/does not waive) Technical Design Standard Section 1.14 *Parking Lot and Parking Space Design* to allow the drive aisles to be greater than 24 feet, as shown on Plan P6.
3. The Planning Board (waives/does not waive) Section 14-526 (a) (4) (b) and (c) Bicycle, Motorcycle and Scooter Parking to allow the proposed parking in commercial units to meet the standard, subject to 2 outside bicycle parking spaces being provided as shown on Plan P6.

##### **b. DEVELOPMENT REVIEW**

On the basis of the application, plans, reports and other information submitted by the applicant, findings and recommendations contained in the Planning Board Report for the public hearing on May 27, 2014 for application #2014-016 (421 Warren Avenue) relevant to the Site Plan review and other regulations, and the testimony presented at the Planning Board hearing, the Planning Board finds the following:

##### **1. SITE PLAN REVIEW**

The Planning Board finds that the plan (**is/is not**) in conformance with the site plan standards of the Land Use Code, subject to the following condition(s) of approval to be met prior to the issuance of a building permit unless stated otherwise:

##### *Potential conditions of approval:*

- i. That the applicant shall submit, for the City's Associate Corporation Counsel and Department of Public Services review and approval prior to the issuance of a building permit, and submit recorded copies prior to the issuance of a Certificate of Occupancy for any part of the principal structure, easements for joint use of the existing drive access from Warren Avenue, and paving, local drive access, parking, landscaping and other proposed elements that are encroaching on the abutting lot; and
- ii. That the applicant shall submit a Landscape Plan, based on an a submitted assessment of the trees on the site, that shows the following: tree saves; any required replacement planting; and additional planting; snow storage areas; all to address the landscape preservation and parking lot landscaping requirements of the Site Plan Ordinance (14-526), for review and approval by the Planning Authority and City Arborist; and

- iii. That the applicant shall contribute \$6,950 to the Capisic Brook water quality treatment program to address the required mitigation of project impacts in the Urban Impaired Stream Watershed; and
- iv. That the applicant shall address the Fire Prevention concerns, as outlined in the e-mail from Captain Chris Pirone of the Fire Department dated April 30, 2014, to the satisfaction of the Fire Department; and
- v. The stormwater inspection and maintenance plan should include provisions for the inspection and maintenance of the Roof Drip-line Filtration BMP as outlined in Section 7.6 of Volume III of the MaineDEP Stormwater BMP Manual and the post-construction stormwater management plan requirements outlined in Chapter 32 of the City of Portland Code of Ordinances.
- vi. The developer/contractor/subcontractor must comply with conditions of the construction stormwater management plan and sediment and erosion control plan submitted and dated February 2014, as revised April 2014, and revised to address condition vi above, based on City standards and state guidelines. The owner/operator of the approved stormwater management system and all assigns shall comply with the conditions of Chapter 32 Stormwater including Article III, Post Construction Stormwater Management, which specifies the annual inspections and reporting requirements. A maintenance agreement for the stormwater drainage system shall be submitted and signed for the principal structure with a copy to the Planning Division and Department of Public Services; and
- vii. That the applicant shall close the existing curb cut on Warren Avenue (east of the joint access from Warren Avenue into the site); install three signs along the back of the property where the asphalt ends stating: DO NOT DUMP - IMPAIRED WETLANDS; and shall mark with paint the pedestrian walking area in front of the building and between the building and Warren Avenue sidewalk; all prior to the issuance of a Certificate of Occupancy; and
- viii. That this approval relates to the 9.2 acre site identified in Plan P6 fronting onto Warren Avenue, which at the time of this approval is part of a 48+acre site owned by the applicant. If any part of the 48+acre lot is sold off or further developed, the applicant would need to retain the 9.2 acre site that is subject of this approval and include it in any subdivision review, and obtain verification from the Zoning Administrator and Planning Authority that the subject site, as created by any sale, remains in conformity with zoning and site plan requirements; and
- ix. That the applicant shall submit a copy of the ability to serve (wastewater) letter; and
- x. That separate reviews and permits are required the principal structure and separate use permits are required for each unit before occupation. Separate permits are also required for new signs, including those on the building, and for HVAC systems, which require submission of dBA levels to confirm compliance with the maximum sound limits of the B4 zone.

#### **ATTACHMENTS:**

##### **Staff Review comments and background information**

1. Engineering Review (David Senus, Woodard & Curran) comments 5.15.14 and 3.3.14
2. DPS (David Margolis-Pineo) comments 5.7.14, 5.16.14 and 3.11.14
3. Traffic Engineering Review (Tom Errico, T Y Lin), comments 5.22.14, 5.9.14 and 3.12.2014
4. City Arborist (Jeff Tarling) comments 3.13.14
5. Zoning Administrator (Marge Schmuckal) comments 5.21.14 and 3.14.14
6. Fire Department (Captain Chris Pirone) comments 4.30.14
7. Wider Warren Green Wetlands Plan (2007) (from rezoning files)

##### **Public comments**

PC1 Maria Kerley, 56 Iffley Street

##### **Applicant's Final Submittal**

- A. Cover letter
- B. Final Site Plan Application



- C. Table of contents of written submission
- D. Sec 1 Project Description and Photos
- E. Sec 2 Technical and Financial Capability and RTI
- F. Sec 3 Utility Letters
- G. Sec 4 Final Fire Safety Info
- H. Sec 5 Construction Management plan
- I. Sec 6 Solid Waste
- J. Sec 7 Narrative re Conformity with Standards and Lighting
- K. Sec 8 Stormwater Management Report
- L. Sec 9 Detailed responses to review comments
- M. Neighborhood Meeting Certificate and notes
- N. NRPA Tier 1 Application
- O. Letter 5.21.2014 re need for paved area

**Plans**

- P1. Boundary Survey Wider Area
- P2. Site Boundary Survey (C2.0)
- P3. Cover sheet
- P4. General Notes and Legend
- P5. Existing conditions
- P6. Site Layout and Utility Plan
- P7. Lighting and Photometric
- P8. Grading and Drainage
- P9. Gravel Wetland #1 Plan
- P10. Gravel Wetland #2 Plan
- P11. Erosion and Sedimentation Control
- P12. Details (C4.3)
- P13. Details (C6.0)
- P14. Details (C6.1)
- P15. Details (C6.2)
- P16. Details (C6.3)
- P17. Predevelopment Watershed
- P18. Post-Development Watershed
- P19. Floor Plans and Elevations
- P20. Elevations
- P21. Truck Turning Template