



Town of LaSalle

Notice of Public Meeting and Planning Advisory Committee Information Meeting Zoning By-law Amendment

TO ALL LASALLE RESIDENTS:

TAKE NOTICE that the Council of the Corporation of the Town of LaSalle will hold a Public Meeting on Tuesday, May 9th, 2017, in the Town of LaSalle Council Chambers at 5950 Malden Road to consider a proposed Zoning By-law Amendment pursuant to the provisions of the Planning Act, R.S.O. 1990. The proposed amendment affects approximately 2.1 hectares of property located along Newman Boulevard, between Sprucewood Avenue and Orford Street (see map below for location). It should be noted that the public meeting relating to the subject Zoning By-law Amendment application will be part of the regularly scheduled Council meeting commencing at 7:00 p.m.

A Planning Advisory Committee Information Meeting will be held on Thursday April 13th, 2017 in the Town of LaSalle Council Chambers at 5950 Malden Road at 5:30 p.m. At this committee meeting, representatives from the Applicant will provide information with respect to the proposed Zoning By-law Amendment, and the corresponding development plans for this subject property.

The purpose of this Zoning By-law Amendment application is to rezone this site from a Residential One Zone – "R1" and a Residential One Holding Zone – "R1(h)" to a site-specific Residential Five Zone, that will permit a maximum of 139 new townhouse and apartment style dwelling units to be built at this location. The new site-specific "R5" zone category will establish all required lot and yard standards for this site. Site Plan Control will also apply to these properties, and will be used to address site details such as walkways, on-site parking, fencing, landscaping, lighting and all other site details.

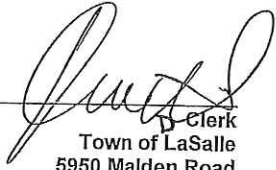
ANY PERSON may attend the Public Meeting and the Planning Advisory Committee Information Meeting, and/or make written or verbal representation either in support of or in opposition to the proposed Zoning By-law Amendment: If a person or public body that files an appeal of a decision of the Town of LaSalle in respect of the proposed Zoning By-law Amendment does not make oral submissions at a public meeting or does not make written submissions to the Town of LaSalle before the proposed Zoning By-law Amendment is adopted or refused, the Ontario Municipal Board may dismiss all or part of the appeal. If you wish to be notified of the adoption of the proposed Zoning By-law Amendment, you must make a written request to the Clerk of the Town of LaSalle, 5950 Malden Road, LaSalle, Ontario.

ADDITIONAL INFORMATION relating to the proposed amendment is available for inspection between 8:30 and 4:00 in the Municipal Development and Strategic Initiatives Office at Town Hall; 5950 Malden Road or you may contact Ryan Tufts in the Planning Department at (519) 969-7770 Ext. 1252. Please refer to Our File Number Z-03/2017.



Subject lands affected by the proposed Zoning By-law Amendment Application

DATED at the Town of LaSalle
April 6th, 2017


Clerk
Town of LaSalle
5950 Malden Road
LaSalle, Ontario
N9H 1S4



The Corporation of the Town of LaSalle

Date: May 3, 2017 **Report No:** DS-18-2017

Directed To: Mayor and Members of Council **Attachments:** Figures 1 to 4

Department: Development & Strategic Initiatives

Prepared By: L. Silani, M.Pl., MCIP, RPP
Director of Planning & Development Services

Policy References: Approved Official Plan

A. Burgess, MCIP, RPP
Supervisor of Planning & Development Services

Subject: Application: Rezoning Application

Our File No.: Z-03-2017

Registered Owners: 2350778 Ontario Limited, 2154161 Ontario Limited,
Malden Square Inc., Ranmic Saccucci Holdings Inc.,
Luciana Coletti

Applicant: 2561936 Ontario Limited, c/o Valente Development
Corporation (Peter Valente)

Agent: Dillon Consulting Limited, Karl Tanner

Location: 2.1 hectares of land located along Newman Boulevard,
between Sprucewood Avenue and Orford Street (Malden
Planning District)

RECOMMENDATION:

Based on the information provided within this Staff Report, and subject to further input from Council and the public, it is recommended that Council defer making a decision with respect to this rezoning application until such time that:

- the reports, plans and documents as set out in this Staff Report are submitted by the Applicant;
- a subsequent Staff Report is prepared and brought back to Council with Staff recommendations; and
- further public notice is given once that subsequent Staff Report is available.

REPORT:

PURPOSE AND NATURE OF THE SUBJECT APPLICATION:

An Application has been received, requesting the rezoning of approximately 2.1 hectares of property located along Newman Boulevard, between Sprucewood Avenue and Orford Street (see Figure 1), from a Residential One Zone – “R1” and a Residential One Holding Zone – “R1(h)” to a site-specific Residential Five Zone, that will permit a maximum of 139 new townhouse and apartment style dwelling units to be built at this location.

Figure 2 depicts the existing zoning on the subject lands and on surrounding properties.

A conceptual site plan and site servicing plan was submitted by the Applicant's Engineering/Planning Consultant (Dillon Consulting, dated April 6, 2017), and is attached as Figure 3.

A new site-specific “R5” zone category will establish all required lot and yard standards for this site. Site Plan Control will also apply to these properties, and will be used to address site details such as on-site parking, fencing, landscaping, lighting and all other site details.

OFFICIAL PLAN AND PROVINCIAL POLICY STATEMENT CONSIDERATIONS

The Planning Act requires that all zoning by-laws and all zoning by-law amendments adopted by Council conform with the land use designations and policies contained within the municipal approved Official Plan documents (both the lower-tier and upper-tier plans) that are in effect at the time that an application is received.

The Planning Act also requires that all Planning Authorities make decisions that are consistent with the 2014 Cabinet Approved Provincial Policy Statement.

In this particular instance, the subject property is designated "Residential Area" in the Town of LaSalle's approved Official Plan.

This property is also situated within the “Settlement Area” designation as defined on Schedule “A1” in the 2014 Approved Upper-Tier (County of Essex) Official Plan document.

Section 3.3.1 of the LaSalle Official Plan contains a set of goals for lands designated "Residential", including the following:

"To broaden the range of housing options available to existing and future residents of the town by encouraging the production of a more diverse and affordable mix of housing that is capable of meeting the needs of all households, including households with special needs. The provision of a mixture of housing forms, sizes, tenures and affordable housing types, including both public and private sector sponsored housing are to be encouraged."

"To promote and encourage private landowners, developers and builders to undertake residential intensification activities in areas of the town where a full range of municipal infrastructure, community facilities, and goods and services are readily available. Residential intensification includes infilling, conversions and redevelopment, and will be encouraged in certain areas of the town as a means of increasing the supply of affordable rental and ownership housing."

A broad range of residential dwelling unit types are permitted within the "Residential" land use designation, including single-unit detached, semi-detached, townhouse and apartment type dwelling units.

Section 3.3.2 of the Town's Official Plan provides the policy basis for establishing:

- (i) what is considered to be low, medium and high density zones;
- (ii) building types and maximum densities which are allowed within each zone;
- (iii) the criteria that applies to medium and high density residential zones town-wide.

Medium density residential land uses, including duplex dwellings, triplex dwellings, townhouse dwellings and low-rise apartment type dwellings (up to 3 stories in height) are permitted to be built in the Town of LaSalle at a maximum density of 30 units per net hectare, provided the criteria set out in subsection 3.3.2 (iii) and (iv) can be satisfied.

High density residential land uses, such as low-rise and mid-rise apartment buildings (up to 10 stories in height) are permitted to be built in the Town of LaSalle at a maximum density of 75 units per net hectare, provided the criteria set out in subsection 3.3.2 (iii) and (iv) can be satisfied.

Subsection 3.3.2 (iii) and (iv) read as follows:

"Council will utilize the following criteria in the creation and application of medium and high density residential zone categories in the Town of LaSalle:

- a) medium and high density residential uses should have frontage and/or access driveways onto a public roadway which has been designed to accommodate additional volumes of pedestrian and vehicular traffic;*
- b) proposals will not be approved which would result in substantial traffic flow increases on local streets serving single-unit detached and semi-detached residential development;*
- c) apartment buildings of more than 3 stories should be separated from adjacent dwellings by a distance sufficient to maintain the privacy, amenity and value of surrounding residential properties.*

In considering applications to amend the town's comprehensive zoning by-law to establish a new medium or high density residential zone category and/or to rezone a parcel of land to permit a medium or high density residential use, Council must be satisfied that the following criteria have been met:

- a) there is a demonstrated need for the proposed residential development, as identified through an analysis of housing supply and demand;*
- b) the density and form of the proposed new development should not adversely impact adjacent development;*
- c) the town's water supply, sanitary sewers (and associated treatment plant capacity), storm drainage, and roads must have sufficient capacity to accommodate the proposed medium or high density residential use being proposed;*
- d) there should be adequate school, park, and other required community facilities to serve the proposed development;*
- e) off-street parking facilities proposed to serve the new residential development should be capable of meeting the needs of the site without adversely impacting on the available on-street parking in the surrounding neighbourhood; and*
- f) adequate buffering and on-site landscaping, fencing and other site design elements are utilized to protect the residential amenities of adjacent land uses."*

The Town's existing approved Official Plan also includes policies that provide direction regarding how affordable housing and residential intensification is to be addressed in the Town of LaSalle.

These policies are set out in subsection 3.3.2(xi) and (xii), and they read as follows:

"The town will encourage the production of a wide range of housing types and tenures (including assisted housing) that will meet the future needs of all households and are affordable to households of all income levels, in accordance with the objectives and policies of the Provincial Policy Statement.

Council will work with both private and public sector developers, builders and agencies so that sufficient market-oriented and assisted housing is produced to meet the existing and anticipated future needs of family, senior and non-family households.

The forms of shelter and housing types that the town recognizes as being affordable, in accordance with the provincial definition of affordable housing, include:

- a) *Low Density Single-Unit Detached and Attached Dwellings*
 - *on conventional lots with 18 metres (60 feet) of frontage, and a total floor area not exceeding 130 square metres (1,400 square feet);*
 - *on small lots with 15 to 16.7 metres (50 to 55 feet) of frontage and a total floor area not exceeding 130 square metres (1,400 square feet).*
 - *single-unit attached dwelling units;*
- b) *Medium Density Multi-Unit Dwellings*
 - *individual dwelling units in a duplex/triplex dwelling.*
 - *low-rise, ground-oriented townhouse and/or apartment buildings (1 to 2 stories in height);*
- c) *High Density Multi-Unit Dwellings*
 - *low-rise and mid-rise apartment buildings (3 to 10 stories in height);*
 - *apartment units located as part of a mixed-use residential/commercial building.*

Affordable housing will be permitted in all areas designated for residential purposes in accordance with the specific land use policies as set out in this plan.

Council does not consider the provision of affordable housing to be a requirement for each and every new residential development. Instead, the town will, through individual plan review/approval and the monitoring of residential development activity, encourage that a wide range of housing options are available within the town to satisfy the applicable provincial guidelines;

In the Town of LaSalle, Council will encourage both public and private sector landowners, developers and builders to undertake small-scale, infilling-type, residential intensification activities that make the most efficient and cost-effective use of existing municipal infrastructure and services. Infilling means the residential development of a similar scale, density and use on vacant lots or undeveloped lands in the built-up area of the municipality, to create additional dwelling units.

Council will also encourage owners of existing commercial buildings located in the Front Road commercial area of the town to add second storey apartment units, in order to increase the supply of affordable rental accommodations for existing and future residents of the community.

When reviewing individual requests for residential intensification initiatives, Council will have regard to the following:

- the height, size, and density of the new dwelling unit(s), and the compatibility of such unit(s) with the surrounding neighbourhood;*
- the physical suitability of the site;*
- the proximity of the site to public transit and commercial retail areas;*
- access to and from the site;*
- availability and proximity of community services such as community and day care centres, schools, parks, leisure activities, and health care services;*
- adequacy of municipal infrastructure to service the new unit(s)."*

Section 6.5 of the LaSalle Official Plan articulates transportation policies that apply to all new development and redevelopment in the Town, and include the following:

"Sidewalks, walkways and bikeways shall be considered as integral parts of all new residential developments, to facilitate cycling and pedestrian modes of transportation within and between residential neighbourhoods, recreational and community facilities."

"The use of cul-de-sacs is discouraged within the town, and wherever possible, crescents and modified grid system should be used when designing and constructing new roads in order to promote and facilitate walking within neighbourhoods and the use of a future transit system. Where cul-de-sacs are required to be used within new developments, they should be designed in such a manner as to not exceed 300 metres in length."

"The design of bikeways within the Town will encourage the separation of bicyclists and pedestrians wherever possible, or facilitate the mixture of pedestrians with slow-moving recreational bicyclists when such separation is not possible."

"Council will encourage the development of pedestrian routes to link all major open space areas, commercial districts, and schools and other public institutions located within the Town. This pedestrian network will be integrated with and designed to function as part of the Town's overall transportation network, providing a safe and convenient alternative to automobile forms of transportation."

"Sidewalks on one or both sides of the street, or at other required locations, will be required to be constructed to serve new development and to provide pedestrian access to schools, parks and commercial districts town-wide."

The "Settlement Area" policies of the new County of Essex Official Plan include goals which:

"promote development that is compact, mixed use, pedestrian oriented, with a broad range of housing types, services and amenities available for residents from all cultural, social and economic backgrounds"

"promote residential intensification within Settlement Area boundaries".

Policies have also been adopted by County Council that support *"a range of land uses and densities, a healthy mix of housing types, and walkable communities with public transit"* as integral components of all "Settlement Areas".

The County of Essex also:

"specifically encourages residential intensification and redevelopment within settlement areas in order to increase their vitality, offer a range of housing choices, efficiently use land and optimize the use of infrastructure and public service facilities".

The 2014 Provincial Policy Statement includes a number of inter-related policies that provide direction to all Planning Authorities, including policies which:

"promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed"

"promote cost-effective development patterns and standards to minimize land consumption and servicing costs".

AGENCY COMMENTS:

The subject application was circulated to the Essex Region Conservation Authority (ERCA), the County of Essex, the local school boards, and to a number of utility companies.

To date, only one agency response was received --- from ERCA, stating that they had no concerns with this development proposal.

PUBLIC COMMENTS RECEIVED TO DATE:

The Planning Advisory Committee held an Information Meeting on April 13, 2017, in the Council Chambers at the Town Hall:

- (i) to provide an opportunity for residents living in the surrounding neighbourhood to obtain additional information;
- (ii) to provide a forum for questions to be asked of the Applicant; and
- (iii) to receive public comments at the "front-end" of the planning review and approval process.

A representative of the Applicant was in attendance, and provided an explanation of this rezoning request --- utilizing the conceptual site plan as shown on Figure 3.

The following is a brief summary of the public comments/questions that were received at this Public Information Session:

- concerned about "cut thru traffic", and how Orford and Newman would become a "rat run" used by motorists who would want to use this route to avoid the traffic lights and the traffic on Malden Road --- access to Orford Street for this new development should be removed;
- residents want to know how the developer intends to slow down traffic, and make Orford and Newman safe for pedestrians, motorists and cyclists;
- concerned that there is no traffic light on Sprucewood at Newman, and how can people cross this road safely with the increased amount of traffic and turning movements that would take place after this development is built;
- concerned that there are too many dwelling units, and not enough parking;
- concerned about loss of privacy;
- concerned about lighting from new apartment blocks coming onto their properties;
- concerned about flooding in existing back yards;
- concerned about the location of outdoor refuse bins – and being woken up in the morning when trucks arrive at the site to empty these bins;
- residents asked where fencing and landscaping was being proposed – for privacy and air quality reasons;

- residents wanted to know where park space and green areas were being proposed within this development.

PRELIMINARY COMMENTS

Following the April 13th Public Information Session, the Applicant prepared and submitted a revised conceptual development plan --- see Figure 4 attached --- to address concerns that were expressed by residents who attended this information session.

Town Planning and Engineering Staff are pleased to see that steps have been taken by the Applicant to direct the majority of vehicular traffic that is going to/from this new multi-unit residential development to the existing arterial road (Sprucewood Avenue), which is located to the south of the subject lands. It is important that inter-connections for cyclists, pedestrians and all other forms of non-motorized transportation (sidewalks and trails) be provided within this development and along sections of Orford and Newman where gaps exist. These active transportation interconnections are needed to provide a complete and safe network of interconnected trails and sidewalks --- to/from Sprucewood Avenue, to/from the existing trail network located to the north of Orford, to/from the south of Sprucewood Avenue, and also to interconnect with trails and sidewalks located along Malden Road and to the east of Malden Road leading to/from nearby elementary schools and parks. It is also important that proper road access be provided for emergency vehicles, snowplows, school buses and for residents and visitors travelling by car to/from this new residential development. The Applicant's Consultant will need to carefully examine all of these requirements and to take these needs, together with the concerns expressed by the residents, into consideration --- and to make further revisions to their proposed development plans for this site.

We have recently communicated to the Applicant's agent that the following information is needed for Town Staff to be in a position to undertake and complete a final review of this rezoning application:

- A complete traffic study, based on the Applicant's revised conceptual site plan (Figure 4);
- A revised lotting plan, identifying the proposed new lot lines, lot frontage and lot area for each legally conveyable lot to be created at this location – for both apartment buildings and townhouse dwellings;
- A revised site plan, with sufficient detail to demonstrate compliance with the Applicant's requested site specific zone regulations --- including how each individual building would comply in terms of density, setback, building height, yard, parking standards, etc;
- A revised conceptual servicing plan, based on Figure 4, to demonstrate the extent of roadwork, trail and sidewalk construction to be built within the subject lands, and on roads leading to/from this proposed new development (including the construction of Newman, upgrades to the Sprucewood intersection, and upgrades to Orford Street);
- An overall trail/sidewalk (active transportation) plan, to demonstrate how residents from this new development will be able to walk and ride their bikes to/from nearby schools, libraries, parks, shopping areas, and transit stops;

- A legal plan to identify the sections of alleys, and unopened road allowances to be closed and acquired from the Town;
- A written response from the Applicant's Engineering/Planning Consultant, identifying how their revised development plan for the subject property conforms to the applicable Official Plan policies, and how it addresses the concerns raised by residents.

Once we receive this additional information, we will in turn review same and prepare a subsequent Staff Report with recommendations for Council. We will also undertake to send out further public notification in advance of this matter coming back to Council with Staff recommendations.

We would be pleased to answer any questions with respect to the contents of this Staff Report.

Respectfully,



L. Silani, M.Pl., MCIP, RPP
Director of Development &
Strategic Initiatives Services

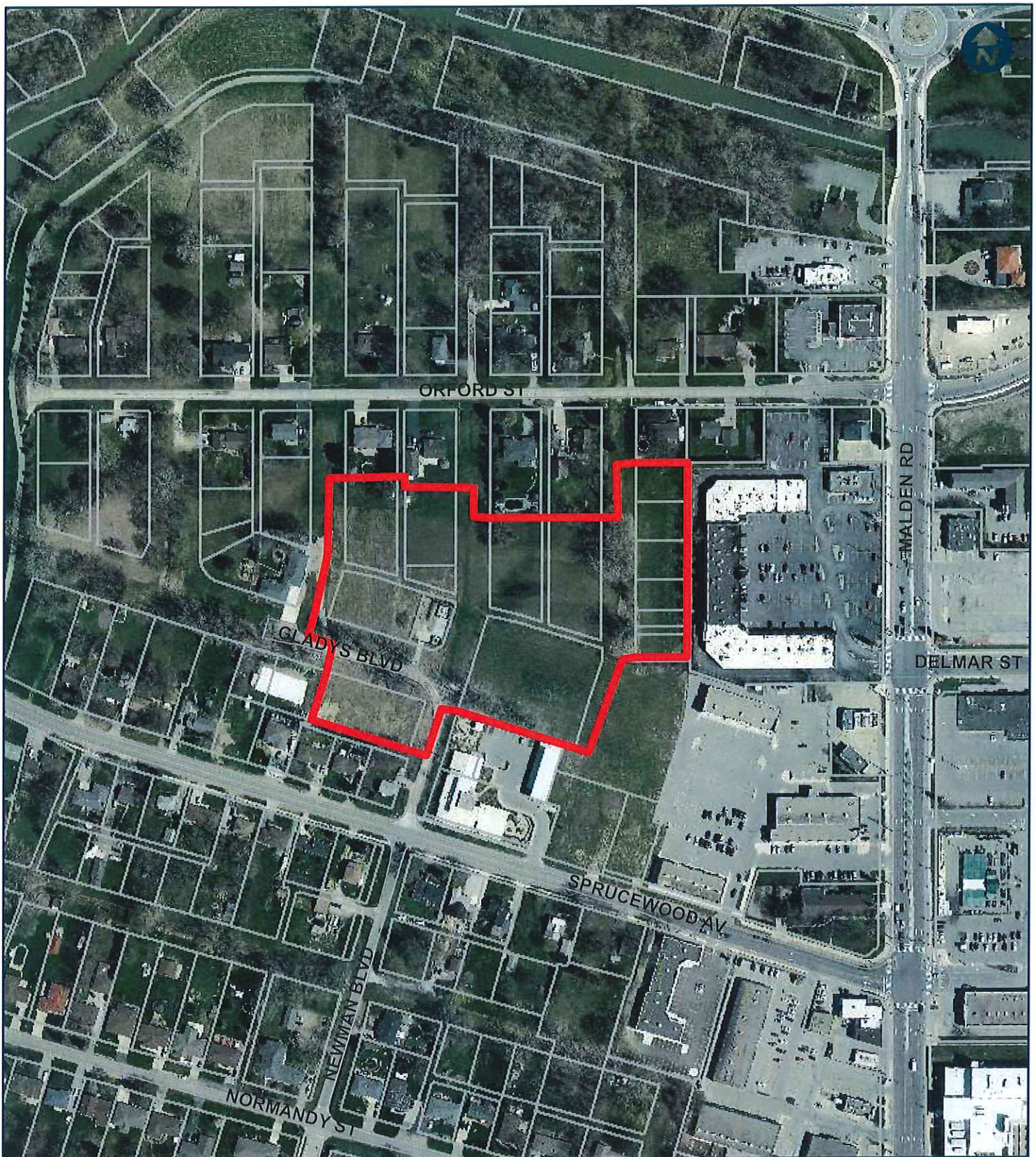


A. Burgess, MCIP, RPP
Supervisor of Planning &
Development Services

Attachments

| Reviewed by: | | | | | | |
|--------------|---------|-------|---------------------------|---|-------------------------|------|
| CAO | Finance | Clerk | Environmental Services | Development & Strategic Initiatives | Culture & Recreation | Fire |





Legend:



Subject Lands

Title:

FIGURE 1 - SUBJECT LANDS



Scale: 1:3100

File No: Z-03/2017

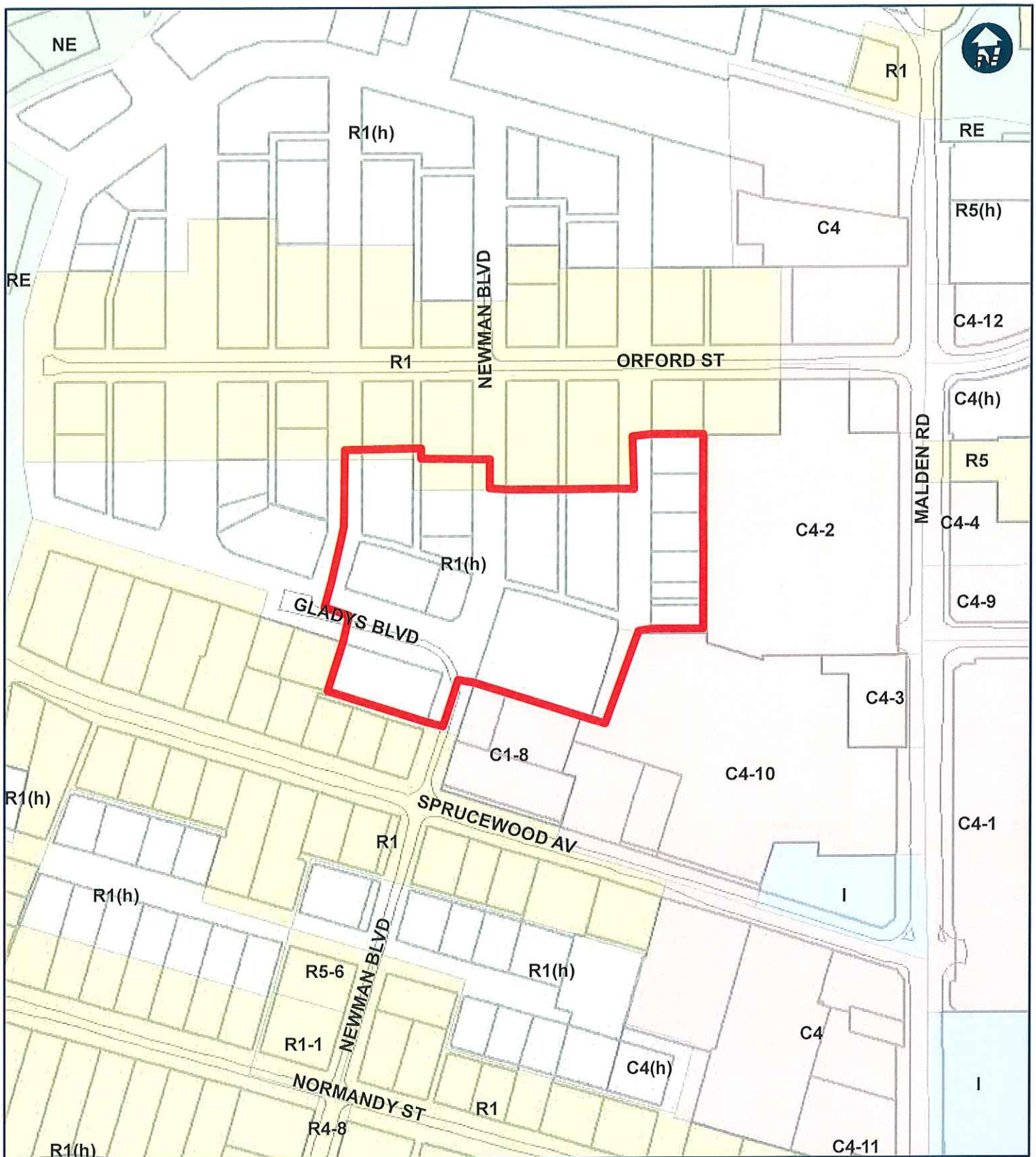
Prepared For: Planning Dept.

Applicant: Valente Development Corp.

Prepared By: Finance Department
GIS Services

Date: May 2, 2017

Notes: This document is not a Legal Plan of Survey.



Legend:



Subject Lands

Title:

FIGURE 2 - ZONING



Scale: 1:3100

File No: Z-03-2017

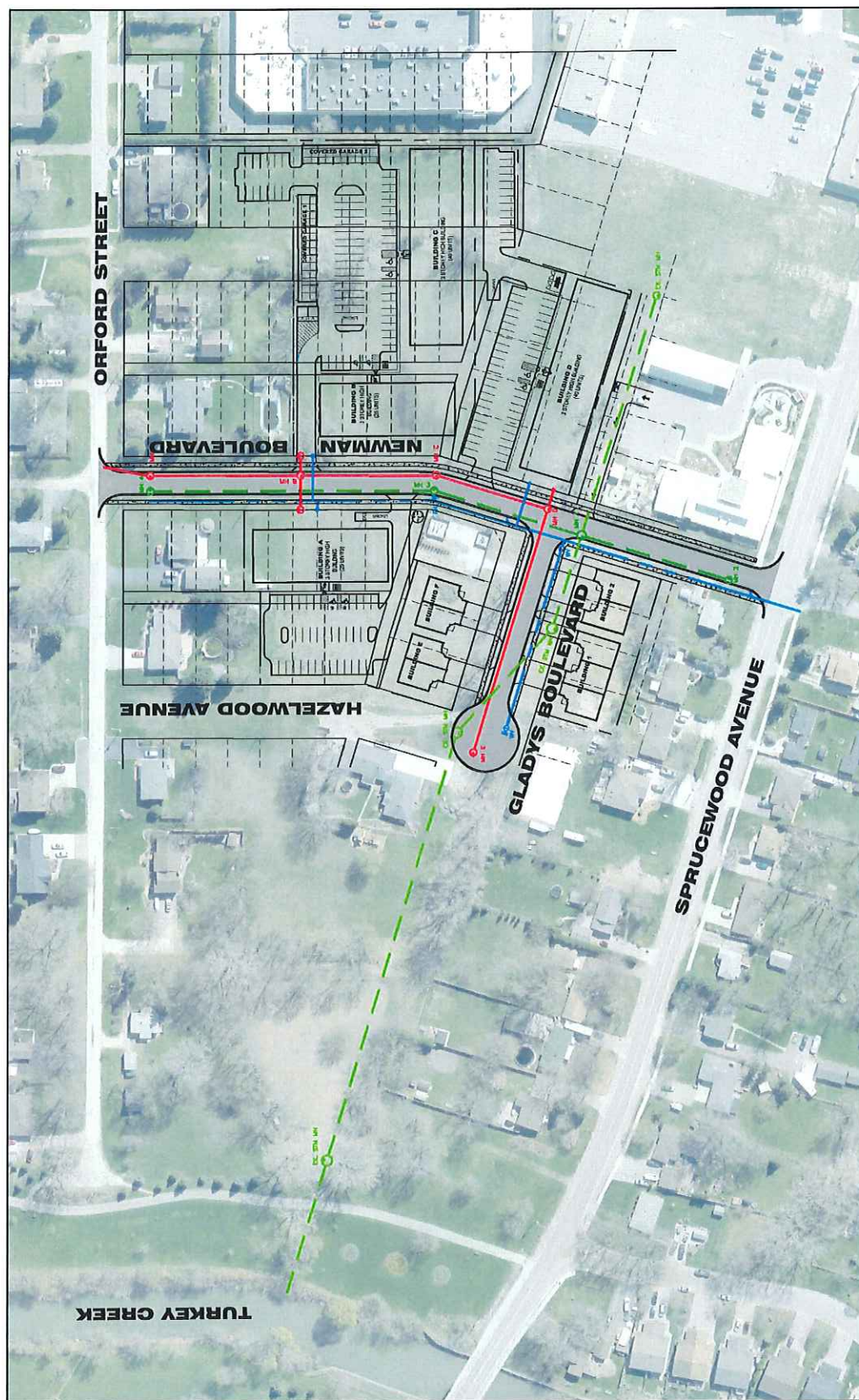
Prepared For: Planning Dept.

Applicant: Valente Development Corp.

Prepared By: Finance Department
GIS Services

Date: May 2, 2017

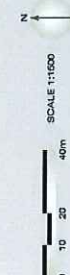
Notes: This document is not a Legal Plan of Survey.



**NEWMAN BOULEVARD
DEVELOPMENT**

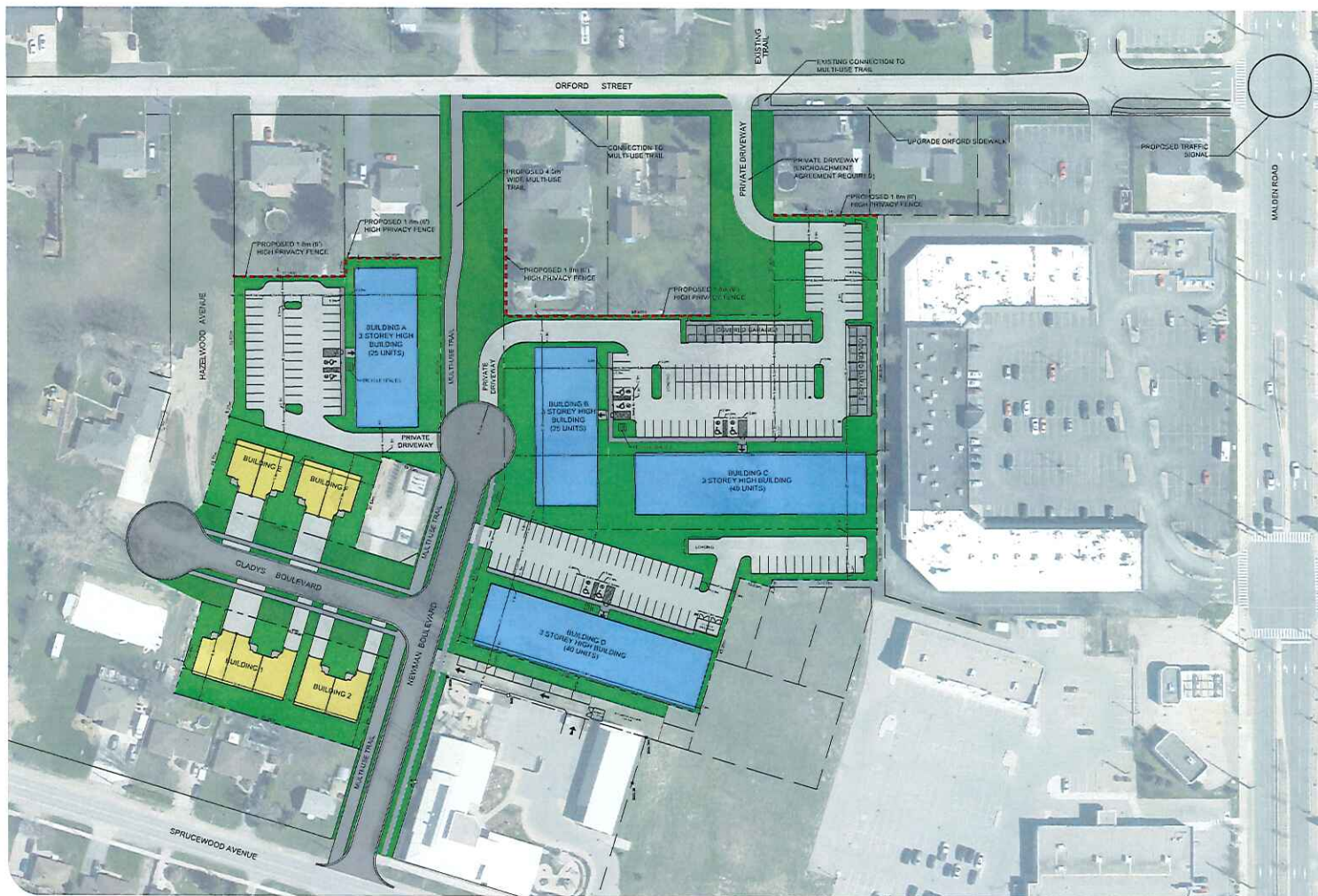
**FIGURE 1.0
CONCEPTUAL SERVICING PLAN**

| | | | |
|-------------------------|---------------------------|----------------------------|------------------------|
| PROPOSED STORM SEWER | EXISTING STORM SEWER | PROPOSED STORM MANHOLE | PROPOSED WATER VALVE |
| PROPOSED SANITARY SEWER | PROPOSED CONCRETE CURB | PROPOSED SANITARY MANHOLE | PROPOSED FIRE HYDRANT |
| PROPOSED WATERMAIN | PROPOSED ASPHALT PAVEMENT | PROPOSED CONCRETE SIDEWALK | EXISTING STORM MANHOLE |



File Location: \\working\services\water\2016\04\04\01\154536\04\04\01.dwg
 Author: J. Smith
 Date: 04/04/2017 2:50 PM

PROJECT #: 16-4809 STATUS: DRAFT DATE: 04/05/2017



BUILDING 'A' UNITS
25 (TWO BEDROOM) UNITS OF 1,050sq.ft EACH (including balconies)
25 UNITS TOTALS

| AREAS | Sq.ft. (Sq.m) | % |
|-----------------------------|--------------------------|------|
| SITE 'A' AREA | =40,550 sq.ft (3767sq.m) | |
| BUILDING 'A' | =11,088 sq.ft (1030sq.m) | 28% |
| LANDSCAPE | =11,796 sq.ft (1095sq.m) | 29% |
| PAVEMENT AREA | =17,666 sq.ft (1641sq.m) | 43% |
| DENSITY = 28 UNITS PER ACRE | TOTAL | 100% |

BUILDING 'B' UNITS
25 (TWO BEDROOM) UNITS OF 1,050sq.ft EACH (including balconies)
25 UNITS TOTALS

BUILDING 'C' UNITS
37 (TWO BEDROOM) UNITS OF 1,050sq.ft EACH (including balconies)
3 (ONE BEDROOM) UNIT OF 790sq.ft EACH (including balconies)
40 UNITS TOTAL

| AREAS | Sq.ft. (Sq.m) | % |
|-----------------------------|--------------------------|-------|
| SITE 'B/C' AREA | =97,874 sq.ft (9081sq.m) | |
| BUILDING 'B' | =11,088 sq.ft (1030sq.m) | 11.3% |
| BUILDING 'C' | =15,972 sq.ft (1483sq.m) | 16.2% |
| GARAGE 1 | = 3,183 sq.ft (295sq.m) | 3.2% |
| GARAGE 2 | = 2,295 sq.ft (213sq.m) | 2.3% |
| TOTAL BUILDING AREA | =32,538 sq.ft (3022sq.m) | |
| LANDSCAPE | =32,595 sq.ft (3028sq.m) | 34% |
| PAVEMENT AREA | =32,741 sq.ft (3041sq.m) | 33% |
| DENSITY = 30 UNITS PER ACRE | TOTAL | 100% |

BUILDING 'D' UNITS
37 (TWO BEDROOM) UNITS OF 1,050sq.ft EACH (including balconies)
3 (ONE BEDROOM) UNIT OF 790sq.ft EACH (including balconies)
40 UNITS TOTAL

| AREAS | Sq.ft. (Sq.m) | % |
|-----------------------------|--------------------------|------|
| SITE 'D' AREA | =50,352 sq.ft (4677sq.m) | |
| BUILDING 'D' | =15,972 sq.ft (1483sq.m) | 32% |
| LANDSCAPE | =13,535 sq.ft (1164sq.m) | 27% |
| PAVEMENT AREA | =20,845 sq.ft (1936sq.m) | 41% |
| DENSITY = 35 UNITS PER ACRE | TOTAL | 100% |

AREA OF LOT FOR BUILDING E & F = 15,525sq.ft (1442sq.m)

| |
|-----------------------------|
| BUILDING 'A' PARKING |
| PARKING REQUIRED: |
| TOTAL 25 UNITS X 1.5 |
| SPACES REQUIRED = 38 |
| TOTAL PARKING PROVIDED = 38 |
| INCLUDE 2 H.C. SPACES |
| + 4 BICYCLE SPACES |

| |
|---|
| BUILDING 'B' & 'C' PARKING |
| PARKING REQUIRED: |
| TOTAL UNITS 65 X 1.5 SPACES REQUIRED = 98 |
| TOTAL PARKING PROVIDED = 102 |
| INCLUDE 4 H.C. SPACES 4 BICYCLE SPACES |

| |
|----------------------------------|
| BUILDING 'D' PARKING |
| PARKING REQUIRED: |
| TOTAL UNITS 40 X 1.5 SPACES = 60 |
| PARKING PROVIDED = 60 |
| INCLUDE 4 H.C. SPACES |
| + 4 BICYCLE SPACES |

VALENTE DEVELOPMENT CORPORATION
SPRUCEWOOD RESIDENTIAL DEVELOPMENT

PROPOSED SITE PLAN
FIGURE 1.0

SOURCE: AERIAL PHOTOGRAPH - TOWN OF LASALLE INTERACTIVE MAPPING (2015)

File Location:
c:\projects\working directory\active\302000\444300\164600-revised site plan
- april 27, 2017.dwg
April 26, 2017 3:45 PM

MAP/DRAWING INFORMATION
THIS DRAWING IS FOR INFORMATION PURPOSES ONLY. ALL
DIMENSIONS AND BOUNDARY INFORMATION SHOULD BE
VERIFIED BY AN O.L.S. PRIOR TO CONSTRUCTION.
CREATED BY: MAM
CHECKED BY: KDT
DESIGNED BY: MAM

SCALE : NTS



PROJECT: 16 4809
STATUS: FINAL
DATE: 02/24/17

Figure 4