

August 13, 2020

Mahtab Tabby Nassiri, M.Eng, Msc, EIT, Development Manager  
3200 Highway 7  
Vaughan, Ontario, L4K 5Z5  
Email. mnassiri@smartcentres.com

**RE: Barrie Lakeshore Developments  
Response to Zoning By-law Amendment Comments and Proposed Site Plan Application**

Dear Tabby:

BA Group has been retained by Barrie Lakeshore Developments to provide urban transportation advisory services in relation to the proposed development at the municipal addresses 51, 53, 55 & 75 Bradford Street and 20 Checkley Street in the City of Barrie (the 'site').

The project is a mixed-use development on the Barrie waterfront that proposes residential, retail, and hotel uses across four towers to be built and occupied over 15 to 20 years.

## **1.0 BACKGROUND**

BA Group previously prepared an Urban Transportation Considerations report (December 2019) that was submitted concurrent with the initial zoning by-law application for the site.

Since the initial zoning by-law application, the City has circulated comments (April 1, 2020) and the development program has undergone updates for a second zoning application, as well as an initial site plan application for Phase 1.

Reduced scale architectural plans are provided in **Attachment A** illustrating the first phase and full buildout of the site.

## **2.0 THIS LETTER**

This letter provides an update on the latest rezoning development program as it relates to the transportation program relative to the initial rezoning application and responds to comments received from City Staff. It also provides a review of the key transportation aspects of the plan associated with the Site Plan application for Phase 1.

This letter provides an updated assessment of the transportation related aspects of the site, including:

- a summary of the proposed development programme and changes as they relate to the initial rezoning application;
- an overview of key transportation related design elements of the current rezoning and site plan application including loading and parking provisions;
- an overview of the key transportation demand management measures for the site; and
- a response to City comments on the initial rezoning application.

### 3.0 DEVELOPMENT PROGRAM

#### 3.1 OVERALL SITE DEVELOPMENT PROGRAM

The former and current overall development programs is summarized in Table 1.

**TABLE 1 SITE STATISTICS, FULL BUILDOUT**

Land Use / Transportation Program Supply	Initial Zoning By-law Application	Current Full Build Out Plan	Change
	December 2019	August 2020	
Residential	1,900 units	1,723 units	-177 units
Hotel	152 rooms <sup>1</sup>	145 rooms	-7 rooms
Retail	3,371 m <sup>2</sup>	3,530 m <sup>2,2</sup>	n/a <sup>1,2</sup>
Vehicle Parking	2,055 spaces	1,992 spaces	-63 spaces
Bicycle Parking	361 spaces	345 spaces	-16 spaces
Loading	5 spaces	6 spaces	+ 1 space

Notes:

1. The hotel included a 465 m<sup>2</sup> restaurant in the 2019 application.
2. The retail total includes 533 m<sup>2</sup> restaurant in the current application.

The current application contemplates 177 units and 7 hotel rooms less than the initial zoning by-law application.

Parking requirements based on the draft zoning by-law are summarized in Table 2. The proposed parking rates have been adjusted based on discussions with City Staff since the submission of the original application.

**TABLE 2 PROPOSED PARKING REQUIREMENTS**

Land Use	Units / Floor Area	Proposed Rate (Minimum)	Requirement
Residential	1,723 units	1.0 space / unit <sup>1</sup>	1,723 spaces
<b>SUBTOTAL</b>	<b>1,723 units</b>		<b>1,723 spaces</b>
Hotel	145 rooms	1.0 spaces / room	145 spaces
Non-Residential	3,530 m <sup>2</sup>	No Requirement	0 spaces
<b>SUBTOTAL</b>			<b>145 spaces</b>
<b>TOTAL</b>			<b>1,868 spaces</b>

Notes:

1. The residential parking requirement is inclusive of the visitor parking requirement.

The proposed supply of 1,992 spaces exceeds the overall proposed parking requirements for the site.



Application of the proposed bicycle parking standards for full buildout per the draft zoning by-law are summarized in Table 3.

**TABLE 3 PROPOSED BICYCLE PARKING REQUIREMENTS**

Land Use	Units / GFA	Proposed Rate (Minimum)	Requirement
Residential	1,723 units	0.20 spaces / unit <sup>1</sup>	345 spaces
Non-Residential	3,530 m <sup>2</sup>	No Requirement	0 spaces
<b>Subtotal</b>			<b>345 bike spaces</b>

Notes:

1. The residential parking requirement is inclusive of the visitor parking requirement.

The proposed bicycle parking supply of 345 spaces satisfies the overall proposed bicycle parking requirement for the site.

### 3.2 PHASE 1 DEVELOPMENT PROGRAM

The former and current development programs for Phase 1 are summarized in Table 4.

**TABLE 4 SITE STATISTICS, PHASE 1**

Land Use / Transportation Program Supply	December 2019	Current Site Plan (August 2020)	Change
Residential	332 units	230 units	-102 units
Hotel	152 rooms <sup>1</sup>	145 rooms	-7 rooms
Restaurant	465 m <sup>2</sup>	533 m <sup>2</sup>	+68 m <sup>2</sup>
Vehicle Parking	526	514	-12
Bicycle Parking	74 spaces	46 spaces	-28 spaces
Loading	3 spaces	3 spaces	No change

The current application contemplates 102 units and 7 hotel rooms less in Phase 1 than the initial zoning by-law application. Parking requirements based on the draft zoning by-law are presented in Table 2.



### 3.2.1 Phase 1 Parking Considerations

To ensure that the parking supply for the project provides an adequate amount of vehicular parking in line with current demand trends as to avoid any off-site neighbourhood impacts, the following minimum parking requirements are proposed for Phase 1 in accordance with the draft zoning by-law:

A minimum residential parking requirement of:

- 1.0 space per residential unit inclusive of visitor provisions.

A minimum non-resident parking requirements as follows:

- 1.0 space per hotel room; and
- No retail / commercial parking requirement.

Based on the above-noted rates, Phase 1 would require a total of 375 vehicle parking spaces. The current concept plan included with the application illustrates a provision of 514 spaces (426 spaces in the Phase 1 podium and 88 temporary surface spaces) which satisfies the recommended Phase 1 vehicle parking requirements.

The proposed rates for Phase 1 are consistent with the City Staff’s feedback on the proposed parking requirements.

Application of the proposed Phase 1 bicycle parking standards per the draft zoning by-law are summarized in Table 5.

**TABLE 5 PROPOSED BICYCLE PARKING REQUIREMENTS, PHASE 1**

Land Use	Units / GFA	Proposed Rate (Minimum)	Requirement
Residential	230 units	0.20 spaces / unit	46 spaces
Non-Residential (Restaurant)	533 m <sup>2</sup>	No Requirement	0 spaces
<b>Subtotal</b>			<b>46 bike spaces</b>

Notes:

1. The residential parking requirement is inclusive of the visitor parking requirement.

The proposed bicycle parking supply of 46 spaces satisfies the proposed minimum bicycle requirement of 46 bicycle parking spaces for Phase 1.



## 4.0 TRANSPORTATION DEMAND MANAGEMENT MEASURES

A number of TDM measures are being contemplated as part of the development proposal that will support a reduced residential parking supply. While the proposed (reduced) parking strategy is itself an effective TDM strategy for reducing automobile use and ownership, there are additional TDM measures proposed to complement and work in tandem with the reduced parking supply. These include:

- the development of a mixed-use site that allows people to live and work without the use of a vehicle;
- the proximity of the site to new core transit routes by the City along Bradford Street and Lakeshore Drive and proposed transit stop to be located along Bradford Street adjacent to the site;
- new integration of pedestrian and cycling connections through the site, which will support active transportation as a viable mode of traveling to and from the site; and,
- additional measures to be developed in consultation with the City of Barrie.

The proposed implementation plan / TDM Checklist is provided in Table 6 and has been expanded on to reflect additional measures being considered by Barrie Lakeshore Developments. Notably, revisions to this table include:

- **Unbundled Parking:** Unbundled parking was previously mentioned as part of the TDM checklist and remains in the current list. We have clarified in this table that the residential uses are apartments. As such, not only is parking unbundled but it is directly controlled by building management allowing for flexibility in deployment of parking on a month-to-month basis and flexibility in allocation of parking supply across the site because parking is owned and controlled by a common entity.
- **Car-share:** Barrie Lakeshore Developments will consider including and partially funding (at occupancy) a ride-share / car-share program. Further details are to be discussed in consultation between Barrie Lakeshore Developments and the City of Barrie.

**TABLE 6 PROPOSED TDM IMPLEMENTATION PLAN / TDM CHECKLIST**

	Measure	Description
Residential		
1	Reduced Vehicular Parking Supply	The reduction of parking supply (compared to the applicable zoning by-law requirements) is itself a TDM measure as it will force residents/visitors to consider alternative travel modes.
2	“Unbundle Parking”	This measure is also inherent to the reduced parking supply; since units are rentals and not all units will have a parking space, a sales program should be commenced which gives renters the option of leasing a parking space.  Parking allocation for apartment use can be controlled by building management, allowing flexibility in number of parking passes and location of available spaces managed by a common entity.
3	Car-share	Car-share vehicles offer an on-site vehicle for a resident to use if they forego car ownership. As such, the presence of car-share vehicles reduces vehicular trips. All residents could be given membership with the car-share vehicle provider (e.g. Enterprise CarShare, Zipcar, Maven, etc.)  Barrie Lakeshore Developments will consider including and partially funding (at occupancy) a ride-share / car-share program.
4	Visible Transit Information	The lobby of the building should have access to local and regional transit information to assist residents in taking transit.
5	Bicycle Parking	The proposed development shall meet the bicycle parking requirements of the draft site specific zoning by-law, and should consider exceeding the bicycle parking requirement to support and encourage bicycle use to and from the site. Provide short-term bicycle parking in highly visible locations in close proximity to major entrances.

	Measure	Description
6	Travel Mode Information Package	Each new resident receives a package and/or receives regular email communications informing them of the different available travel options aside from driving a personal vehicle.
7	Community Marketing Outreach	It is recommended that an event should be held around the time of building launch focused on disseminating information about sustainable travel options (i.e. the Travel Mode Information Packages, to sign residents up to car-share memberships, etc.).
8	Transit Stop	Consideration will be given to relocating the existing bus stop on Bradford Street. Bicycle parking will be provided on-site in close proximity to existing and / or future bus stops to support cycling to and from the bus stops. The purpose of these measures is to make transit use more attractive and accessible.
Non-residential		
1	Reduced Vehicular Parking Supply	The reduction of parking supply (compared to the applicable zoning by-law requirements) is itself a TDM measure as it will force employees/visitors to consider alternative travel modes.
2	Carpool Parking	Priority parking spaces should be given to employees who carpool to and from work. Carpooling reduces vehicular trips.
3	Visible Transit Information	The lobby of the building should have access to local and regional transit information to assist Staff and guests in taking transit.

## 5.0 RESPONSE TO CITY COMMENTS

The comment matrix in Table 7 outlines the comments received from Transportation Planning on the Zoning By-law Amendment application and BA Group's proposed response to each individual item.



**TABLE 7 RESPONSE TO TRANSPORTATION PLANNING COMMENTS**

D. TRANSPORTATION PLANNING REVIEW COMMENTS	Response
Staff reviewed the proposed site plan D09-OPA078 and D14-1692 for Barrie Lakeshore and have the following comments:	n/a
1. Staff do require clarification of a few items regarding site traffic as indicated below. Overall Staff are in general in support of the submitted Traffic Impact Study and Parking Justification Study. Staff do require a holding provision for future phases and require an updated Traffic Impact memorandum and Parking Justification Study to reassess assumptions regarding the proposed traffic operations and parking utilization.	This letter serves as the Traffic Impact Memorandum and Parking Justification and concludes that the recommendations in the Urban Transportation Considerations report prepared by BA Group in December 2019 remain valid for the current development program.
2. Staff do understand that in Phase 1 there is a temporary surface lot via Checkley Street which provides access to the hotel. Clarification is required once the surface lot is removed the trips are distributed between the Checkley Street access and Lakeshore Drive access, however the main access to the hotel is via the turn-around off Lakeshore Drive. Would patrons of the hotel be able to access the parking structure from Checkley Street prior to check in? If this is not possible all hotel traffic shall be assigned to Toronto Street access and re-assessed.	Design for the Phase 1 building at this time provides flexibility for both hotel patrons and apartment residents to use either Checkley or Lakeshore Drive to access the Phase 1 building into the future.
3. Staff are in support of the proposed bike parking recommendation within the Traffic Impact Study.	Noted.
4. Staff recommend the applicant conducted a more comprehensive review of the Transportation Demand Management measures indicated within the proposed check list. This could include possible financial incentives to help establish a ride share program (car and/or bike), in conjunction with the unbundling of parking stalls there could be restrictions on leasing to specific unit types such as bachelor apartments cannot lease a parking stalls or only 3 bedroom apartments can lease more than one (1) parking stall, and pre-purchase transit passes to help promote the use of public transit (City of Barrie or Metrolinx given the proximity to the Allendale GO Station).	The proposed TDM strategy has been updated in response to this comment. See updated TDM Section 4.0 of this letter.
5. Staff recommend the applicant review options to mitigate “abuse” of the proposed on-street parking on the private roadway since historically there has been spill over impacting existing commercial plazas along the Lakeshore Drive from the waterfront. This could include time limit restrictions or payment options.	On-street parking will be managed through signage and enforcement of parking permissions through property management.



D. TRANSPORTATION PLANNING REVIEW COMMENTS	Response
<p>6. The applicant would be required to construct the traffic control signals for the proposed Bradford Street access regardless of the any future redevelopments along the west side of Bradford Street. The applicant would be solely responsible for the design and construction of the traffic control signals. The applicant would have to conduct their own due diligence to obtain a cost sharing agreement with the current commercial businesses along the west side of Braford Street. This will also provide a controlled pedestrian crossing to access the existing commercial plaza along the west side of Bradford Street. Staff recommend the applicant construct the proposed access onto Bradford Street to have a 3.5m wide shared through/right, 3.5m wide left turn, and a 4.0m receiving lane. The proposed left turn lane would be required to accommodate storage for the projected 95h percentile queue length within the 20 year horizon. The signalized access would also require a daylighting triangle and a 20m easement to conduct maintenance for the traffic control signals.</p>	<p>Noted. The intersection with Bradford Street is subject to further design that will form part of subsequent site plan applications for Phase 2 and 3.</p>
<p>7. The owner/applicant shall be required to upgraded and urbanize Checkley Street to the City of Barrie local roadway standards. This shall include street lighting, street scape, dual sidewalks, underground infrastructure and provide a municipal turn around for winter maintenance in accordance with City standards.</p>	<p>The transition of Checkley Street considers a single sidewalk on the west side of the road that will transition to both sides of the road in front of the Phase 1 lobby, where formal pedestrian crossings are provided.</p> <p>Barrie Lakeshore Developments is currently reviewing options for the transition design between public to private including looking at the provision of an easement through the private road to allow municipal vehicles to pass through the site to eliminate the need for a turnaround for municipal vehicles.</p>
<p>8. The owner/applicant will be fully responsible for the removal and replacement of any City infrastructure including but not limited to roadway and parking lot illumination, pay &amp; display machine, parking meters, parking lot signage, etc. that may be affected by the proposed development. The removal and replacement of these infrastructures must be coordinated with the appropriate City Staff.</p>	<p>Noted.</p>
<p>9. If applicable, the owner/applicant is responsible for maintaining the existing roadway lighting levels adjacent to the proposed site. If the existing roadway illumination is to be removed or altered in any way due to construction the owner/applicant is responsible to provide temporary illumination to meet preexisting conditions.</p>	<p>Noted.</p>
<p>10. Staff recommend consideration for traffic calming features be implemented on the proposed private roadway between Bradford Street and Checkley Street discourage cut through traffic.</p>	<p>A reduced pavement width and on-street parking serve as traffic calming measures built into the design of the roadway. Pedestrian crosswalks are also incorporated into the design of the internal street further providing a traffic calming measure.</p>
<p>11. Staff are in support of increased pedestrian facilities along Bradford Street above the minimum standards within the City of Barrie standards.</p>	<p>The proposed Master Plan shows expanded sidewalks along Bradford. Design will be further confirmed through subsequent site plan applications for Phases 2 and 3.</p>



D. TRANSPORTATION PLANNING REVIEW COMMENTS	Response
12. Staff recommend the applicant consider providing designated pedestrian pathways and bicycle pathways to avoid conflict between the two users.	A number of pedestrian pathways are provided throughout the site, giving flexibility for pedestrians to avoid conflicts with vehicle activity. Cyclists travelling to/from or through the site can be accommodated on the private road in a shared configuration, which is appropriate for a low speed facility.
13. All internal roadway widths shall be a minimum of 6.4m in width.	Current plans meet the minimum width of 6.4 metres. The road is subject to further design as part of subsequent site plan applications.
14. Further detail comment shall be provided at Pre-Consultation Site Plan submission.	Noted.



## 6.0 CONCLUSIONS

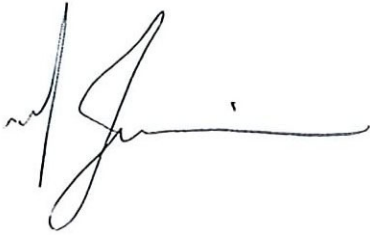
This letter has outlined the current development program for full buildout and Phase 1 of the site and confirms that the interim and full buildout parking and bike parking requirements established in the initial zoning by-law application are satisfied by the current development program.

The site access and road network layout remains consistent with the former application and the overall development program reflects a reduction in units and hotel rooms.

The conclusions of the *Urban Transportation Considerations* report prepared by BA Group in December 2019 remain valid for the current development program.

Sincerely,

**BA Consulting Group Ltd.**

A handwritten signature in black ink, appearing to read 'Mark Jamieson', with a long horizontal stroke extending to the right.

Mark Jamieson, P.Eng., MBA  
Principal

cc. Emily Ecker, BA Group

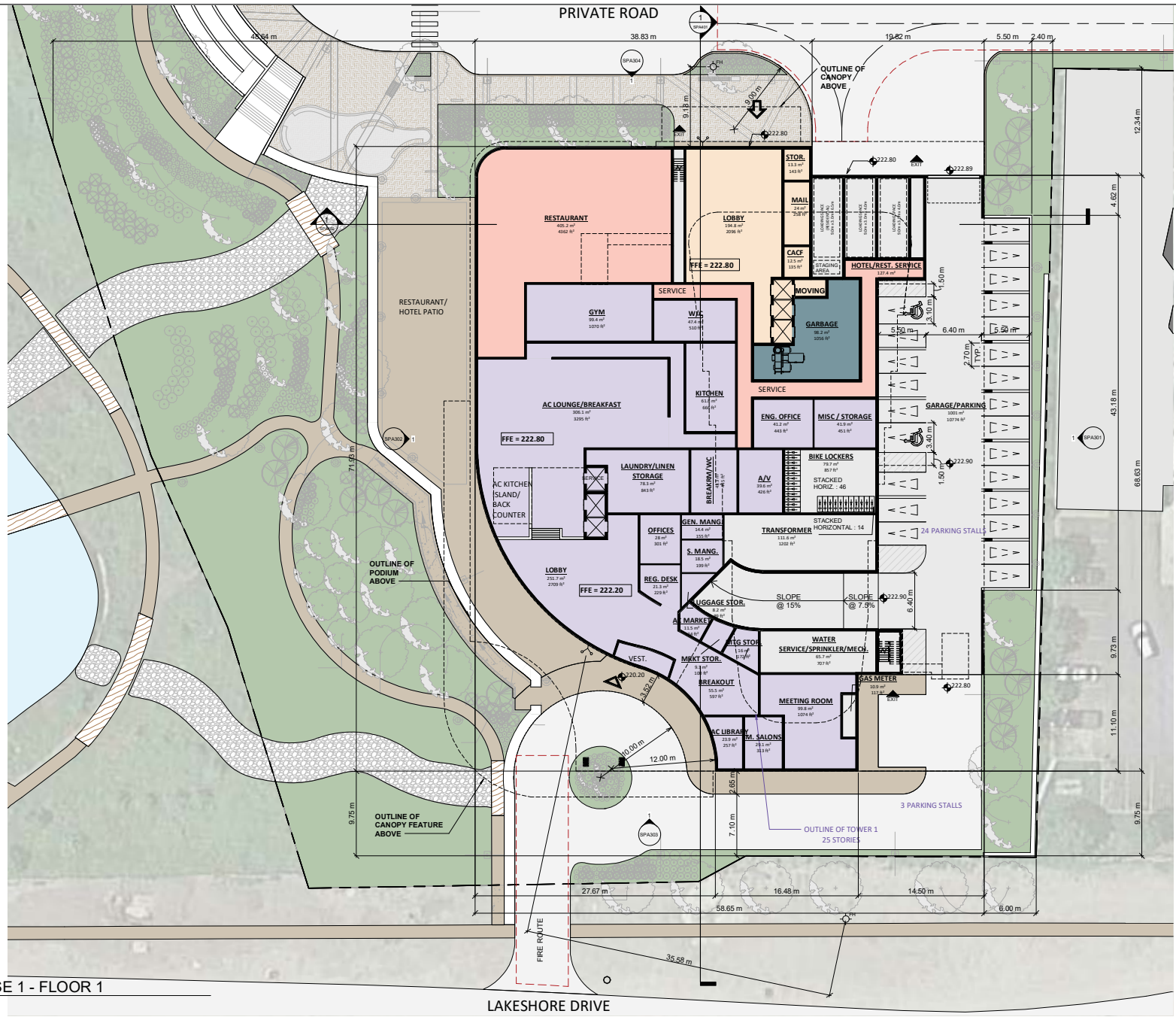
## Attachment A: Site Plans





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1 PHASE 1 - FLOOR 1  
SPA153 1:200



LAKESHORE DRIVE

# TURNER FLEISCHER

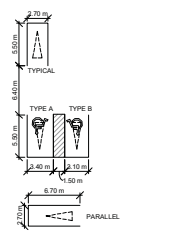
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### LEGEND

- PRIMARY RESIDENTIAL / HOTEL ENTRANCE
- SECONDARY RESIDENTIAL / HOTEL ENTRANCE
- RETAIL ENTRANCE
- EXIT
- FIRE HYDRANT
- SIAMESE CONNECTION
- CONVEX MIRROR
- TRANSFORMER WITH CLEARANCES
- FIRE ROUTE SIGN
- 2000.00 SPOT ELEVATION
- GAS/HYDRO METER

### PARKING STANDARDS



PROJECT 15 ISSUED FOR SITE PLAN APPROVAL

PROJECT  
**BARRIE WATERFRONT**  
51, 53, 55 & 57S BRADFORD STREET AND 20 CHOCOLEY STREET  
BARRIE, ON

DRAWING  
**FLOOR 1 (PHASE 1)**

PROJECT NO. 19-1068D  
PROJECT DATE 2016-06-09  
DRAWN BY CCU  
CHECKED BY RMM  
SCALE As Indicated












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# TURNER FLEISCHER

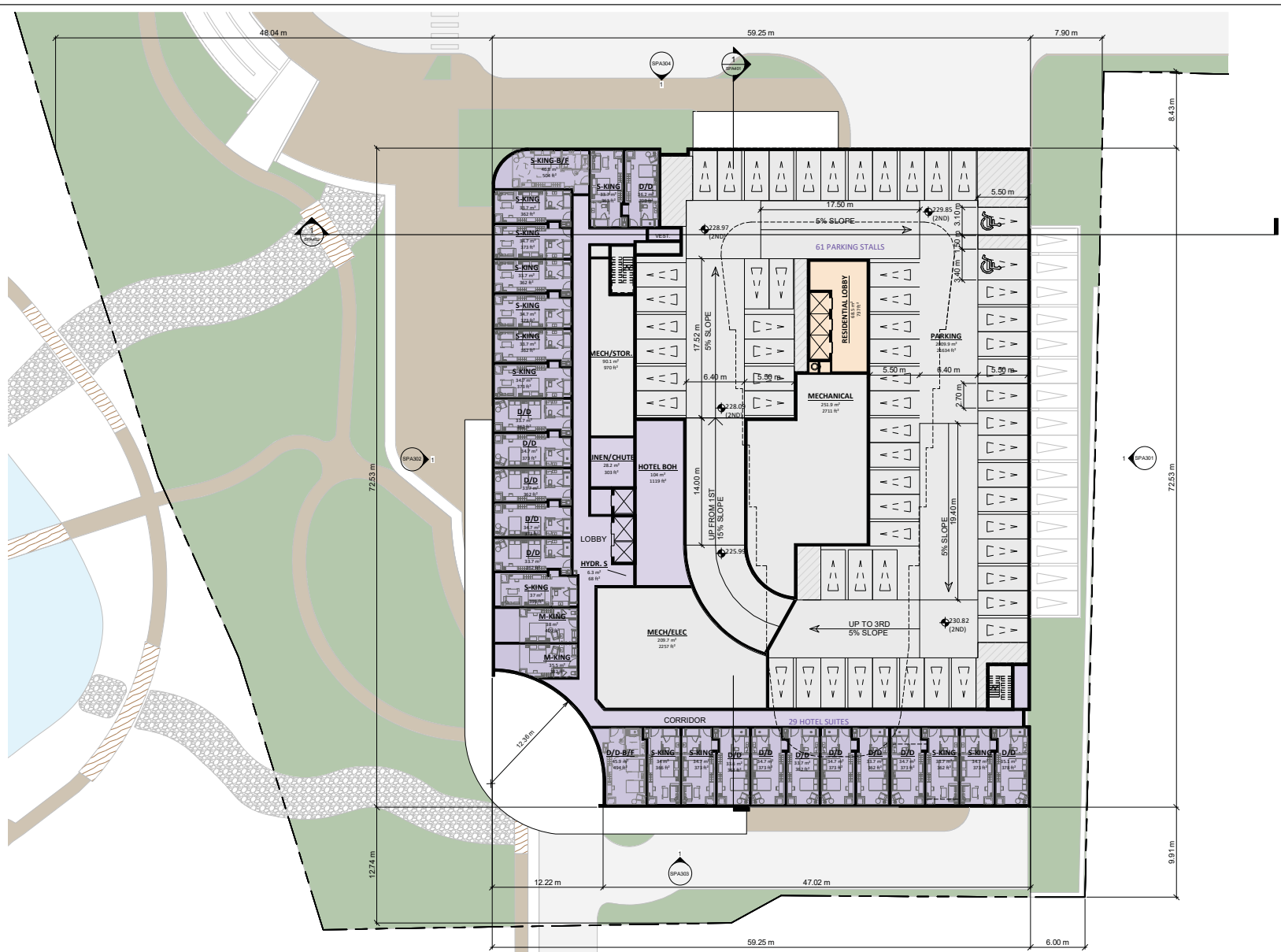
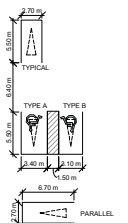
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-  PRIMARY RESIDENTIAL / HOTEL ENTRANCE
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-  TRANSFORMER WITH CLEARANCES
-  FIRE ROUTE SIGN
-  200.00 SPOT ELEVATION
-  GAS/HYDRO METER

## PARKING STANDARDS



**1 PHASE 1 - 2ND FLOOR**  
 SPA154 1 : 200

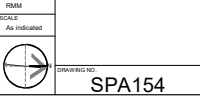
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 PROJECT DATE 2016-06-09  
 DRAWN BY CPH  
 CHECKED BY RMM  
 SCALE As Indicated

PROJECT: **BARRIE WATERFRONT**  
 51, 53, 55 & 575 BRADFORD STREET AND 20 CROCKLEY STREET, BARRIE, ON

DRAWING: **SECOND FL (PHASE 1)**

PROJECT NO. 19-1065D  
 PROJECT DATE 2016-06-09  
 DRAWN BY CPH  
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 SCALE As Indicated












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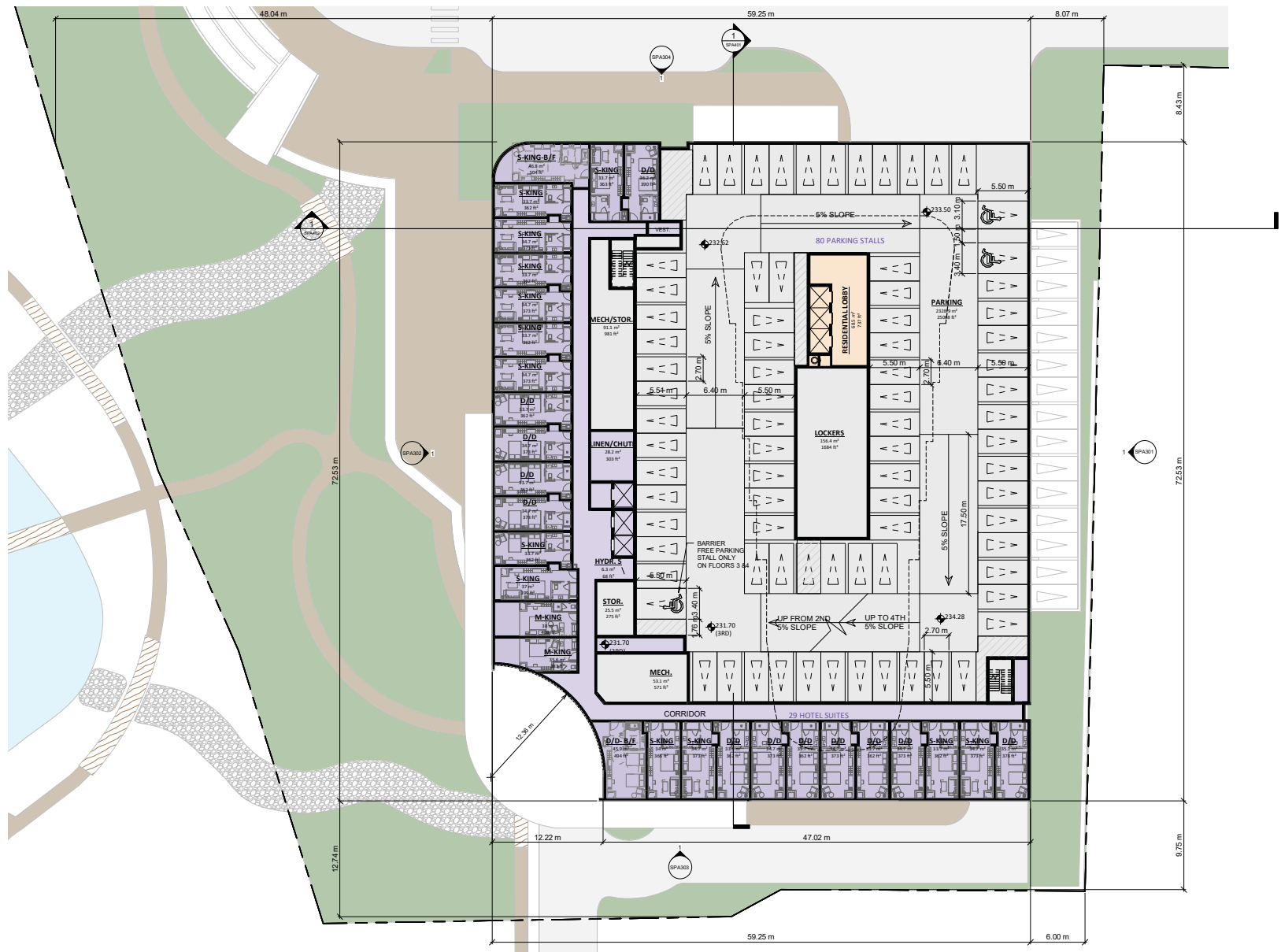
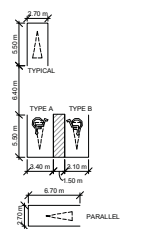
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-  TRANSFORMER WITH CLEARANCES
-  FIRE ROUTE SIGN
-  200.00 SPOT ELEVATION
-  GAS/HYDRO METER

### PARKING STANDARDS



**1 PHASE 1 - 3RD- 4TH FLOOR**  
 SPA155 1 : 200

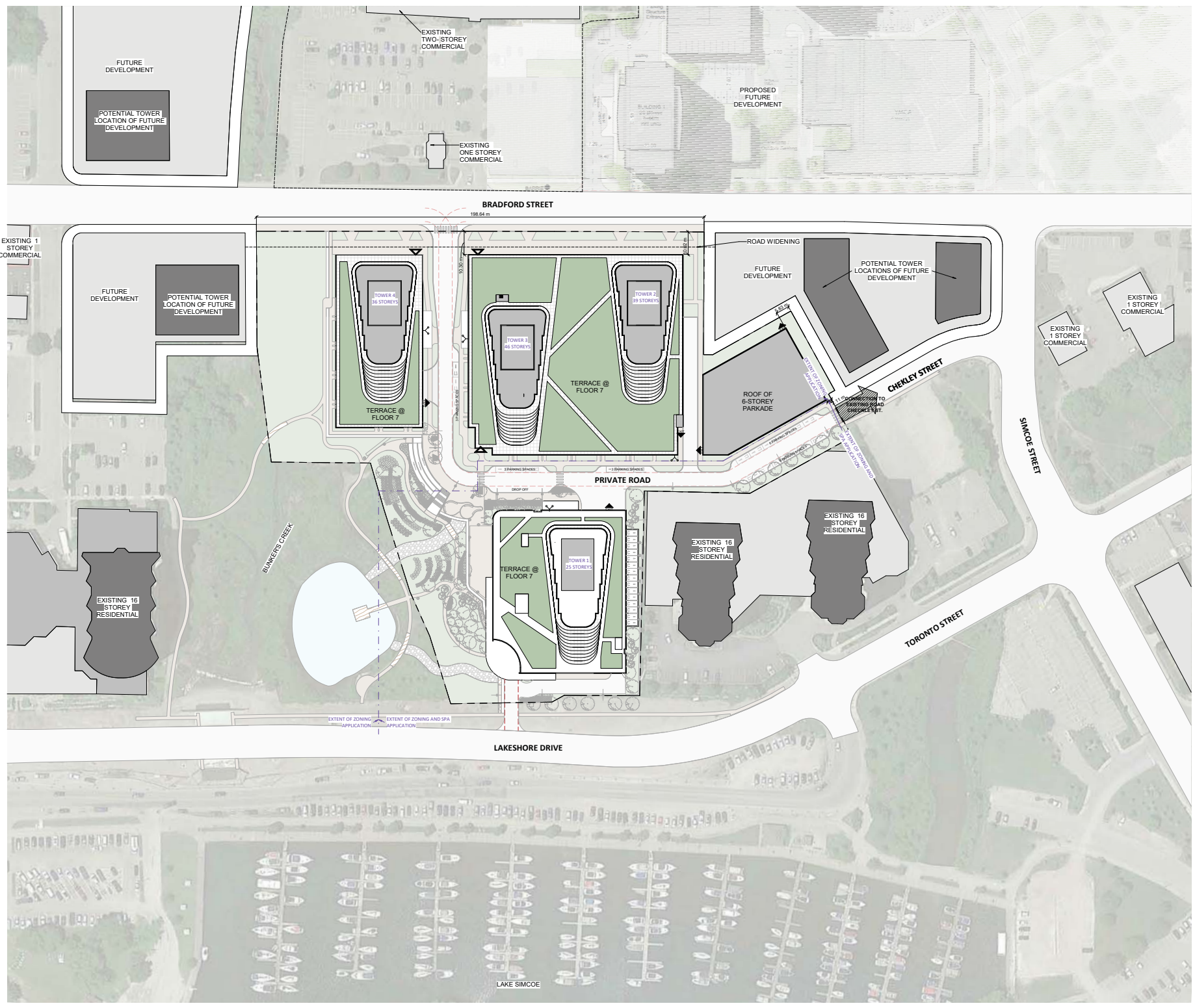
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 PROJECT DATE 2016-06-09  
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 CHECKED BY RMM  
 SCALE As Indicated

PROJECT **BARRIE WATERFRONT**  
 51, 53, 55 & 57 BRADFORD STREET AND 20 CECILEY STREET, BARRIE, ON

DRAWING **FLOORS 3-6 - TYPICAL PODIUM (PHASE 1)**

PROJECT NO. 19-1065D  
 PROJECT DATE 2016-06-09  
 DRAWN BY CCU  
 CHECKED BY RMM  
 SCALE As Indicated

DRAWING NO. **SPA155**



**BARRIE WATERFRONT**

51, 53, 55 875 BRADFORD STREET AND 33 CHEKLEY STREET, BARRIE, ON

**ROOF PLAN (BLOCK PLAN)**

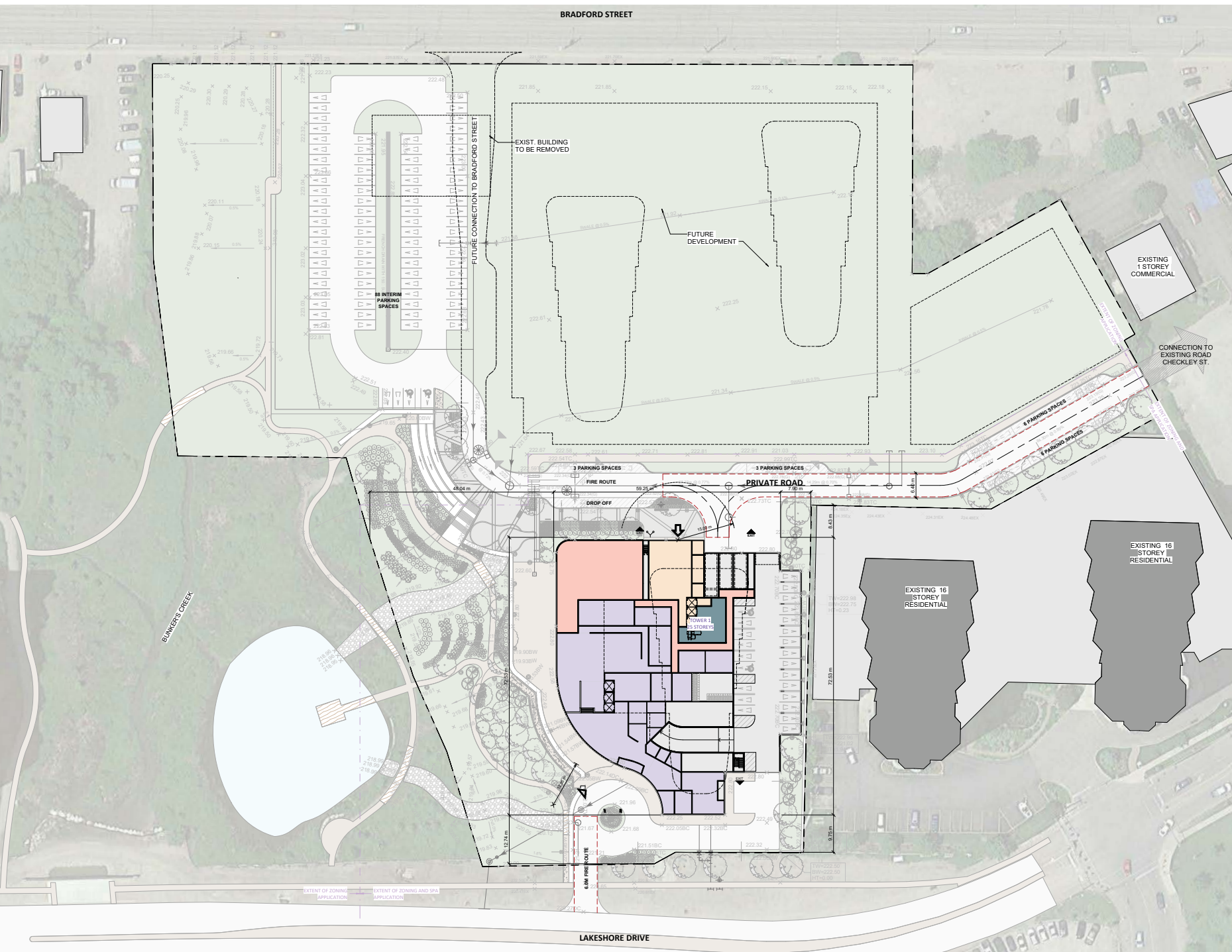
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DATE	

**LEGEND**

- PRIMARY RESIDENTIAL / HOTEL ENTRANCE
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**PARKING STANDARDS**

- TYPE A
- TYPE B
- TYPE C
- TYPE D
- TYPE E
- TYPE F
- TYPE G
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- TYPE I
- TYPE J
- TYPE K
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- TYPE O
- TYPE P
- TYPE Q
- TYPE R
- TYPE S
- TYPE T
- TYPE U
- TYPE V
- TYPE W
- TYPE X
- TYPE Y
- TYPE Z



**1 RZ-SITE PLAN/ROOF PLAN- PHASE 1**  
 RZ101 1:300

**BARRIE WATERFRONT**  
 51, 53, 55 & 57 BRADFORD STREET AND 30 CHECKLEY STREET, BARRIE, ON

**EXTENT OF SITE PLAN APPLICATION / INTERIM PARKING PLAN**

PROJECT NO.	18-0550
PROJECT DATE	2018-08-08
PROJECT TYPE	CR
PREPARED BY	MM
CHECKED BY	AS NOTED
DATE	AS NOTED

**REVISIONS**

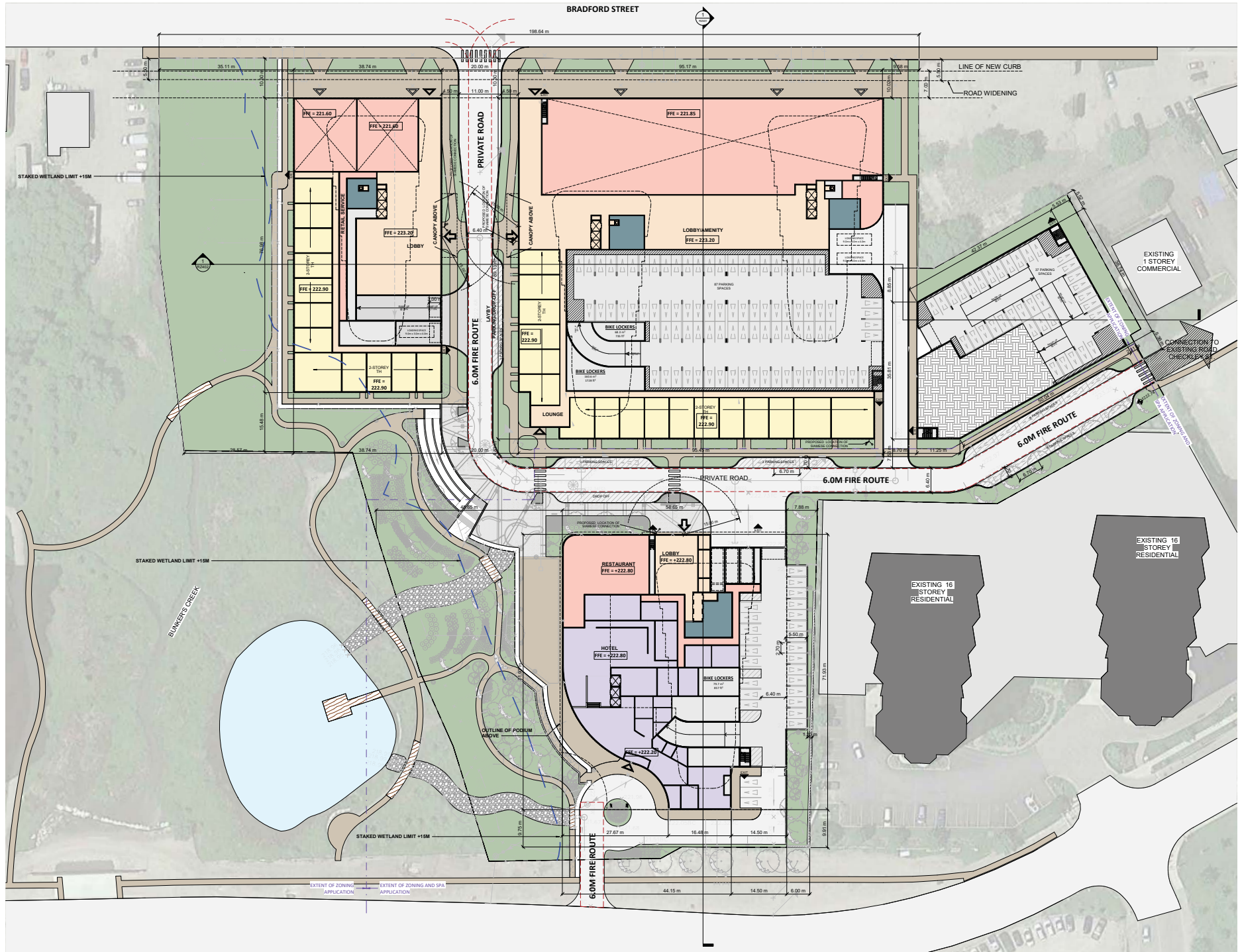
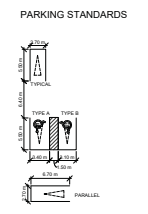
NO.	DATE	DESCRIPTION

**APPROVED**

TURNER FLEISCHER ARCHITECTS INC.

**RZ101**

- LEGEND**
- ↑ PRIMARY RESIDENTIAL / HOTEL ENTRANCE
  - ↑ SECONDARY RESIDENTIAL / HOTEL ENTRANCE
  - ▲ RETAIL ENTRANCE
  - ⬇ EXIT
  - ⊕ FIRE HYDRANT
  - ⌒ SIAMISE CONNECTION
  - ⌒ CONVEX MIRROR
  - ⊠ TRANSFORMER WITH CLEARANCES
  - ⊙ FIRE ROUTE SIGN
  - ⊙ 900.00 SPOT ELEVATION
  - ⊙ GAS HYDRANT METER



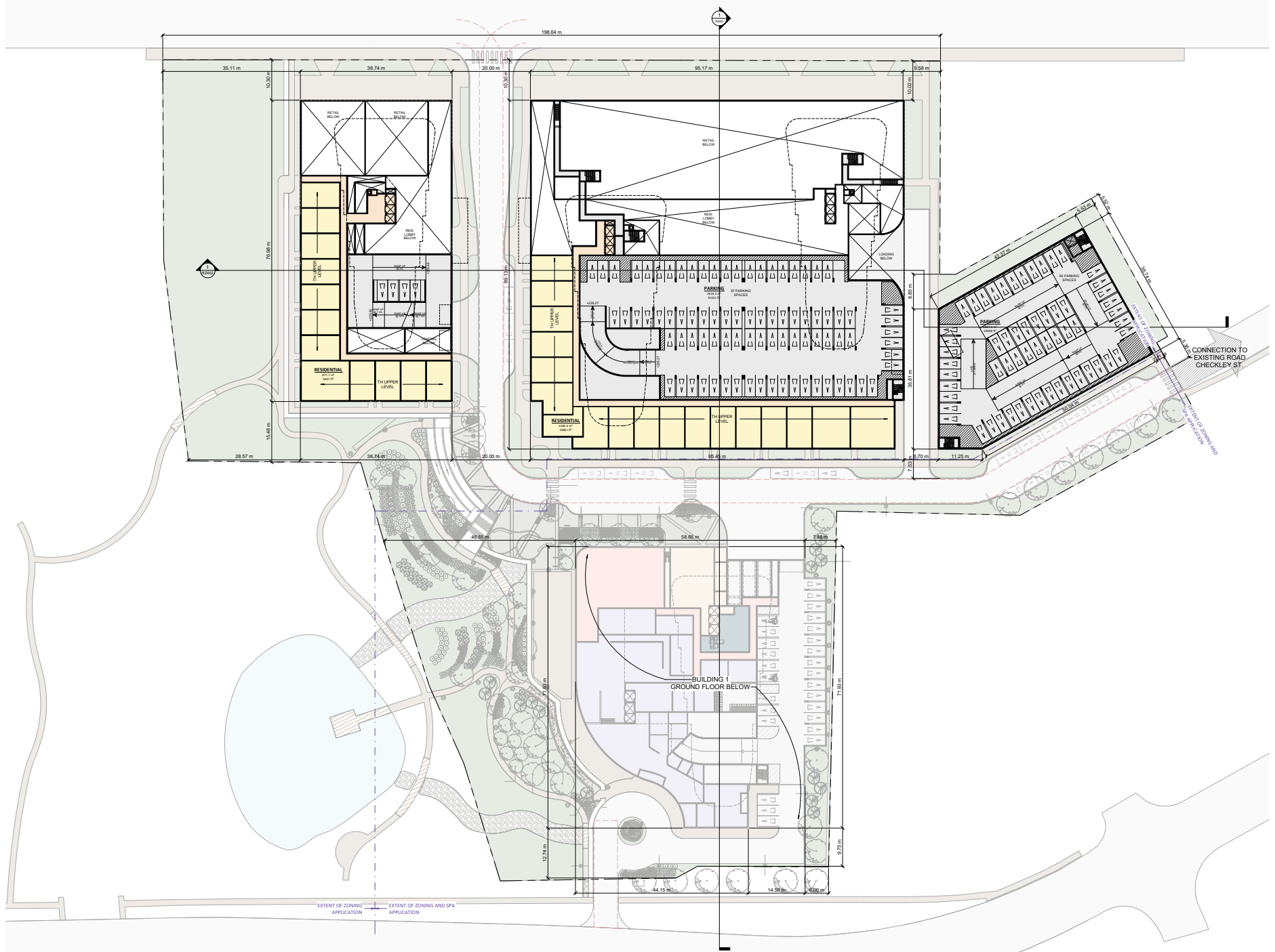
NO.	DATE	DESCRIPTION

**BARRIER WATERFRONT**  
51, 53, 55 & 57 BRADFORD STREET AND 30 OSCEOLA STREET, WILLOWDALE, ON

**GROUND FLOOR PLAN (FULL BUILDOUT)**

PROJECT NO.	18-18550
PROJECT DATE	2018-08-08
DESIGNED BY	CF
DRAWN BY	MM
CHECKED BY	MM
SCALE	AS SHOWN
DATE	2018-08-08
PROJECT	

**1 RZ-GROUND FLOOR PLAN**  
RZ102 1:300



**BARRIE WATERFRONT**

51, 53, 55 & 57A BRADFORD STREET AND 30 CHECKLEY STREET, BARRIE, ON

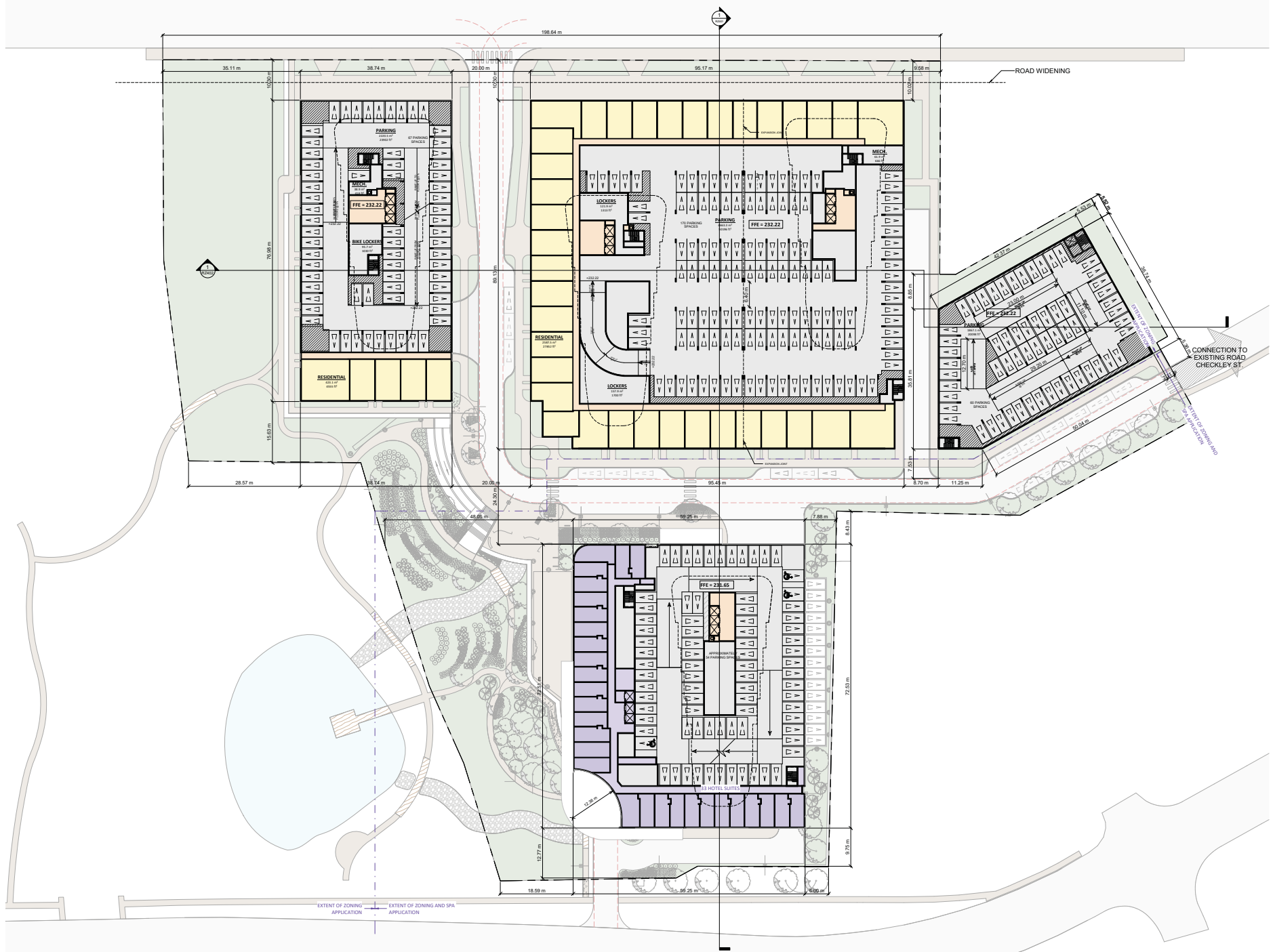
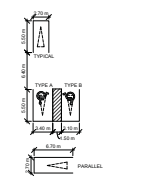
**MEZZANINE FLOOR PLAN (PHASE 2)**

PROJECT NO.	18-1050
PROJECT DATE	2018-08-08
PROJECT NAME	AURUM
DESIGNED BY	TFM
SCALE	1:100
DATE	11-2018
PROJECT NO.	RZ103

**1 RZ-MEZZANINE FLOOR PLAN**

RZ103 T: 300

**PARKING STANDARDS**



EXTENT OF ZONING APPLICATION  
 EXTENT OF ZONING AND SPA APPLICATION

**RZ-TYP. PODIUM FLOORS**  
 RZ104 1:300

**BARRIE WATERFRONT**  
 51, 53, 55 & 57 BROADFORD STREET AND 30 CHECKLEY STREET, BARRIE, ON

**TYPICAL PODIUM PLAN - FLOOR 3 (FULL BUILDOUT)**

PROJECT NO:	18-0050
PROJECT DATE:	2018-08-08
PROJECT NAME:	CP
DESIGNED BY:	TF
DRAWN BY:	TF
SCALE:	1:300
SHEET NO:	RZ104