**Municipal Improvement**

**PLPZ202000321**

(see also Site Plan and Special Permit PLPZ 202000320)

**PHASE 1B:**
Upgrade access drive to the bleacher area, construct new parking area for handicapped parking spaces, new ticket kiosk.

<table>
<thead>
<tr>
<th>Location:</th>
<th>Stadium at Greenwich High School 10 Hillside Road</th>
</tr>
</thead>
</table>
| Zone: | RA-1 – 38.9 acres  
R-20 – 16 acres |
| Lot size: | 54.87 acres |
| Number of Stadium Seats (Home bleachers approved under Phase 1A) | Home: 2,020; 
Visitor: approx. 1,060 seats (Phase 2) |
| Handicapped accessible parking space: | 17 existing and proposed |
| Parking: | Phase 1B: 
new parking area to include 7 standard spaces and 17 handicap spaces  
Phase 2: 
74 new parking spaces in Phase 2 parking lot; total of 785 spaces **  
Existing: 
663 parking spaces on site and 72 off-site parking spaces – approved *  
652 existing on-site parking spaces, and 59 on-street parking spaces – Existing ** |

*source: MISA decision letter dated December 28, 2010  
**source: Traffic Impact Study prepared by Fuss and O’Neill dated April 24, 2020

**APPLICATION SUMMARY:**
This application is a requesting a Municipal Improvement (MI), (see accompanying final site plan special permit), for a ticket booth, parking area, pedestrian plaza and landscaping associated with the Cardinal Stadium improvement project.

**An MI for Phase 1A was approved July 28, 2020** – Replacement of the home side bleachers and press box with elevator access. Construction of buildings under the bleachers to provide a home team room, public toilet rooms and support spaces and replacement of the performance lighting fixtures on the current poles.

In the decision for the MI approved for Phase 1A the Commission noted the following:
Whereas the Commission finds that this proposal is consistent with the 2019 Plan of Conservation and Development particularly Guiding Principle number 3; “Provide top quality educational facilities” and Guiding Principle number 6: “Provide the best quality infrastructure, municipal facilities, cultural institutions, and health services.”; and

**Phase 1B (current proposal)** - Site improvements to include upgrading the access drive to the bleacher area for delivery, food trucks, emergency access, an improved driveway from Post Road to a new parking area that contains all of the required handicapped parking spaces, and a new ticket kiosk.

**Phase 2 (future proposal)**; noted for informational purposes only – Replacement of the visitor’s side bleachers, a new building for a visitor’s team room, public toilets and storage, relocation of the tennis courts, extension of the driveway to connect with the High School parking lots via a bridge, additional parking, a practice field area, related wetlands mitigation and landscaping.

The 2019 Plan of Conservation and Development includes several objectives that relate to this project (see references at end of report), namely involving traffic safety, institutional uses in and next to residential zones, and environmental considerations. The traffic issues from the site plan are included here for reference:

**ISSUES TO BE RESOLVED/RECOMMENDATIONS:**

1) **Traffic and access:** Both DPW and the Commission’s traffic expert, the BETA Group, have issued comments noting that they still have some concerns that need to be addressed with the traffic issues associated with the new access point to the Post Road but “are good either way and leave the decision to the Commission”. To that end, the Commission should decide if they want addressed now under Phase 1B or with Phase 2. The existing access is currently limited to emergency vehicles only. The proposal is to open up the access up to emergency vehicles, food trucks, and to provide access to passenger vehicles looking to park in the new parking area that comprises 7 parking spaces, and 17 handicap parking spaces. The Phase 2 plan will continue the roadway from the parking lot over where the tennis courts are currently located, over a bridge, and into the main parking lot behind the High School. In theory, this access would eliminate congestion issued on Hillside Road. From a safety standpoint, it would also create an additional means of access to the school.

There is currently no access to handicap parking near the stadium. The closest parking is behind the science wing accessed from Hillside Road some distance away. Golf carts are used to help transport people in need. Allowing this phase to proceed would provide for that much needed access. The multitude of issues and questions associated with the new access point are outlined in the May 13, 2020 memo from BETA and include:

1. The plans submitted for the Phase 1 improvements do not portray the final (Phase 2) condition that is presented in the Traffic Study. It is difficult to assess if traffic realignment assumptions are reasonable without seeing the site plan for the final
condition. It is also not possible to assess any potential issues with safety or site circulation for the final configuration (that may or may not impact the Phase 1 layout).

2. Although the Narrative and Traffic Study both mention that a new parking area is planned for west of the relocated tennis courts and 74 new parking spaces will be constructed for a total of 785, there is no analysis of parking supply and demand included in the Traffic Study. Is this an issue that should be considered in more detail?

3. The traffic study recommends for “police control of the intersection of Route 1 (East Putnam Avenue) at Cardinal Stadium Drive to allow for full access use during large school events.” The Applicant should develop or modify an event traffic operations and management plan for the proposed final site configuration.

4. The Traffic Study states that the driveway to East Putnam Avenue will function as a right-in right-out access except during events, when it will function as a full access with a police officer to direct traffic. Will the proposed raised turn restriction island interfere with full access operation? Additionally, the stop bar on the southbound driveway approach should be placed in advance of the crosswalk to improve safety conditions for pedestrians crossing this driveway.

5. It is not clear in the Traffic Study which driveways were considered as part of the analysis. Figure 1 is not very detailed and shows locations that are not consistent with what is listed in Section 2.3 of the text. The study also describes five site driveways (identifying them as 1 through 5) in section 2.1, but then references two as study area intersections: the “main access drive” and the “northern access drive” in Section 2.3. Please clarify which ones were included in the analysis by revising the descriptions and figure.

6. It is not clear how traffic is intended to circulate for this Phase 1 site plan. There are a number of gates shown on the plan. Will they all normally remain closed? During an event or other time if the parking area were full it would be difficult for a vehicle to turn around and exit.

7. It may be beneficial to improve or replace the sidewalk along East Putnam Drive further east of the Cardinal Stadium Drive access than shown on the current site plan, possibly to the vicinity of the existing bus shelter, or possibly to the limit of the nearby bridge replacement project (planned for just west of Hillside Road over Greenwich Creek). Pedestrian access to the High School should also be provided by constructing walkways that connect the High School site with the sidewalk along East Putnam Avenue, particularly for the final (Phase 2) condition when a full connection is made, although portions should be included in Phase 1. Bicycle accommodations should also be provided on site for the final condition.

Although the Commission approved a slight reduction in the overall number of seats at the stadium under Phase 1A, there has been considerable discussion about parking and traffic at the High School that has increased post the construction of MISA.

As a reminder, the Post Road is a state-owned road. Other than the issues and questions noted above there are questions about possible alignment with Overlook Drive, pedestrian safety, the slope of the driveway, and acceptance from the State DOT about any proposed improvements. There are also questions about the likelihood of obtaining approval for the future plan to continue the roadway from the new parking area to the
parking area behind the school due to concerns from the Wetland Agency about construction and any future bridge work, not to mention soil remediation issues. See #10 below.

Proposed new access point from East Putnam Avenue:
Pursuant to the Traffic Impact Study prepared by Fuss and O’Neill dated April 24, 2020, the proposed primary site access will be provided via one unsignalized right in right out driveway, which will operate as full access during larger events with police control. The driveway will tie into Route 1 (East Putnam Avenue) about 150 feet from the intersection of Overlook Drive and Route 1. The driveway will then allow access into the existing high school parking lot to the north providing direct access to Route 1 from the west high school parking lot.

The expansion will encompass the current tennis courts requiring them to be relocated when construction begins. The site will be accessed through the existing unsignalized full access driveway that will be reconfigured to operate as a right in, right out during normal operations and full access during major events with police control.

This newly expanded road will connect to the existing parking lot to the north providing additional access to Route 1 and allowing parents to access the drop off point from Route 1 rather than Hillside Road.

Site access will be provided via a new site driveway constructed at the existing driveway. This driveway will act as a right in right out during daily operations and will be full access during larger events, such as a football game. The new driveway will utilize an officer during the larger events to allow for safe and efficient flow and will be stop controlled during daily operations. Parking will be located to the west of the newly relocated tennis courts. The new driveway and parking lot connection will also contain a turnaround allowing for parents and buses to drop students off at events or the school.

Since the seating capacity is not changing, the major impact on traffic conditions will be a result of the new connection to the high school parking lot leading directly to Route 1. This connection will redistribute traffic that would normally enter Route 1 through the Hillside at Route 1 intersection.

The new site driveway at Cardinal Stadium will primarily be receiving trips by diverting drivers leaving the high school and traveling south on Hillside Road and traveling west on Route 1. The new site driveway will also receive trips by diverting drivers entering the high school via the right turn at the intersection of Route 1 at Hillside Road. About 60 percent of these trips will travel out of the new site driveway in an attempt to avoid the queue on Hillside Road. It is expected that a portion of the Route 1 (East Putnam Avenue) trips will be diverted, about 20 percent, to the new site driveway to avoid the queue at the Main Driveway.

Conclusions and Recommendations of the Traffic Impact Study:
All intersections within the study area operate at LOS D or better during the morning and afternoon peak hours, under background and combined conditions with the exception of the
eastbound approach at the intersection of Hillside Road at Main Driveway which operates poorly at LOS E under background conditions and combined conditions during the morning peak hour. Queue lengths for all intersections within the study area intersections are expected to remain constant with background conditions except for the eastbound approach for the intersection of Hillside Road at Main Driveway, which will experience a decrease in queue length of at least two vehicles, and southbound approach at the intersection of Route 1 (East Putnam Avenue) at Cardinal Stadium Drive, which will experience a queue length increase of two vehicles or less. A review of crash data provided by the University of Connecticut Crash Data Repository indicated that there were no abnormal crash frequencies and crash patterns in the study area given the volume of traffic, signalized arterial roadways, and large amount of curb cuts on Hill Side Road. There was one fatality and two minor/serious injuries reported in the study area for pedestrians. At the intersection of Cardinal Stadium Drive and Route 1, adequate intersection sight distance is provided for buses looking left (east) and right (west). However, this intersection is expected to operate as a right in right out, to provide a safe and efficient intersection, when there is no police present to direct traffic.

**2019 PLAN OF CONSERVATION AND DEVELOPMENT:**

The Commission should consider the following with respect to the proposed municipal improvements under Phase 1B:

Objective 3.1 Develop tools to permit the reasonable evolution of schools, while mitigating negative externalities upon the residential neighborhoods where these institutions are located

(c): Work in cooperation with the Greenwich Public Schools to understand the land use implications of their master facilities plans and future enrollment scenarios.

(e) Increase buffer space, as well as planting requirements, between institutional and residential uses, particularly around parking lots, auditorium spaces, and athletic facilities.

Objective 5.6 Support the desired development in each functional subarea of the Post Road corridor in meeting the Town’s overall goal of improving the appearance, further developing a sense of place, and enhancing the functionality of the entire corridor.

(a): Work with Connecticut Department of Transportation to guarantee the state-owned land along the Post Road corridor can be enhanced through landscaping and streetscape design and planning to meet the community character goals of this plan.

Objective 5.7 Decrease traffic congestion

(c) Review traffic issues around all schools, particularly Greenwich High School, and consider ways to mitigate.

Objective 6.2 Promote Town properties as a model of “best practices”

(b) Provide electric vehicle chargers in public parking lots.

(d) "Green" public parking lots.
(f) Require relevant vendors operating at town properties to support town initiatives and philosophies, such as reduced plastic garbage, more food waste composting, and less leaf disposal.

Objective 6.3 Support institutional uses while balancing their needs with those of the surrounding neighborhoods

(b) Implement regulations to increase buffers or other mitigating factors where institutional uses are alongside residential properties.
August 11, 2020

Town of Greenwich Building of Education
c/o Dr. Toni Jones, Superintendent
Havemayer Building
290 Greenwich Ave
Greenwich, CT 06830

RE: Applications of Thomas J. Heagney, Esq., authorized agent for the Town of Greenwich Board of Education for Greenwich High School, record owners, for a Municipal Improvement (MI), PLPZ 2010-104, for “Phase 1A” of the Cardinal Stadium Bleachers Project to replace the home side bleachers and press box with elevator access, construct useable space under the bleachers to provide a home team room, public toilet rooms and support spaces. Site improvements to include upgrading the access drive to the bleacher area for delivery, food trucks, and emergency access, and the replacement of the lighting fixtures on the current poles located at Greenwich High School, 10 Hillside Road in the RA-1 and R-20 zones, pursuant to Sec. 6-99(a)(2) of the Town of Greenwich Charter, regarding property located at Greenwich High School, 10 Hillside Road in the RA-1 and R-20 zones as shown on a site plan prepared by Fuss and O’Neill, dated 4/24/20 and architectural plans prepared by KG&D dated 4/24/20.

Dear Mr. Heagney:

At a regular meeting held on July 28, 2020 the Planning and Zoning Commission considered the above-referenced application and took the following action:

Upon a motion made by Mr. Macri and seconded by Mr. Hardman the following resolution was unanimously adopted (Voting in favor 5-0: Alban, Levy, Macri, Lowe (for Fox), and Hardman; and

Whereas the Commission held regular meetings on 5/19/20, 6/16/20, 6/30/20, and 7/28/20 and took all testimony required by law; and
Whereas the Commission notes that at a meeting held on April 23, 2020, the Board of Selectmen unanimously voted to approve the referral of the Municipal Improvement to the Planning and Zoning Commission, in accordance with Section 99 (a)(2) of the Town Charter; and

Whereas the Commission further notes that in addition to this Municipal Improvement, the applicant also submitted an associated application for a final site plan and special permit (PLPZ2020 00105), and a variance for allowable height of the elevator and press box and for Floor Area permitted for the press box and useable space under the bleachers; and

Whereas the application originally came in as Phase 1 of a two-phase project comprising:

**Phase 1** – Replacement of the home side bleachers and press box with elevator access. Construction of buildings under the bleachers to provide a home team room, public toilet rooms and support spaces. Site improvements to include upgrading the access drive to the bleacher area for delivery, food trucks, emergency access, an improved driveway from Post Road to a new parking area that contains all of the required handicapped parking spaces, a new ticket kiosk and replacement of the performance lighting fixtures on the current poles.

**Phase 2** – Replacement of the visitor’s side bleachers, a new building for a visitor’s team room, public toilets and storage, relocation of the tennis courts, extension of the driveway to connect with the High School parking lots via a bridge, additional parking, a practice field area, related wetlands mitigation and landscaping; and

Whereas the applicant amended the proposal to comprise “Phase 1A” to include only the home side bleachers and the ability to drive food trucks to the bleachers; and

Whereas the existing number of bleacher seats is 2,060 and the proposed is a slight reduction to 2,020 seats (there are approximately 1,060 visitor seats); and

Whereas there are 663 parking spaces on site and 72 off-site parking spaces; and

Whereas the Commission finds that this proposal is consistent with the 2019 Plan of Conservation and Development particularly Guiding Principle number 3; “Provide top quality educational facilities” and Guiding Principle number 6: “Provide the best quality infrastructure, municipal facilities, cultural institutions, and health services.”; and

THEREFORE BE IT RESOLVED THAT Applications of Thomas J. Heagney, Esq., authorized agent for the Town of Greenwich Board of Education for Greenwich High School, record owners, for a Municipal Improvement (MI), PLPZ 2010 104, for “Phase 1A” of the Cardinal Stadium Bleachers Project to replace the home side bleachers and press box with elevator access, construct useable space under the bleachers to provide a home team room, public toilet rooms and support spaces. Site improvements to include upgrading the access drive to the bleacher area for delivery, food trucks, and emergency access, and the replacement of the lighting fixtures on the current poles located at Greenwich High School, 10 Hillside Road in the RA-1 and R-20 zones, pursuant to Sec. 6-99(a)(2) of the Town of Greenwich Charter, regarding property located at Greenwich High School, 10 Hillside Road in the RA-1 and R-20 zones as
shown on a site plan prepared by Fuss and O’Neill, dated 4/24/20 and architectural plans prepared by KG&D dated 4/24/20 is hereby approved.

Sincerely,

Katie DeLuca, AICP
Director of Planning and Zoning
THE INSTALLED CHAMBER SYSTEM SHALL PROVIDE THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS AND MULTIPLE VEHICLE PRESENCE.

THE DESIGN ENGINEER SHALL REVIEW THIS DRAWING PRIOR TO CONSTRUCTION. IT IS THE ULTIMATE RESPONSIBILITY OF THE DESIGN ENGINEER TO ENSURE THE REQUIRED BEARING CAPACITY OF SUBGRADE SOILS.

NOTES:
1. MATERIALS SHALL MEET SPECIFICATIONS SET FOR THE MATERIALS MANUFACTURED BY THE CAMPBELL FOUNDRY. MATERIALS ARE TO BE MADE IN THE USA AND THE CEMENT SHALL BE MADE IN THE USA. SEE NOTE 1.
2. SABS 601 NON-WOVEN GEOTEXTILE (OR EQUAL) IS TO BE USED ON ALL SURFACES EXCEPT FOR INSPECTION PORTS.
3. MINIMUM STORAGE SHALL BE AS PER THE TABLE OF ACCEPTABLE FILL MATERIALS.
4. MATERIALS ON TOP OF EACH CHAMBER SHALL BE REINFORCED MIXTURES OF WIDE, UNCRUSHED OR CRUSHED GRANULAR MATERIALS.

ACCEPTABLE FILL MATERIALS: STORMTECH SC-740 AND SC-310 CHAMBER SYSTEMS

CHAMBERS SHALL MEET ASTM F2922 "STANDARD SPECIFICATION FOR POLYETHYLENE (PE) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" AND CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".

NOTES:
- MATERIALS ON TOP OF EACH CHAMBER SHALL BE REINFORCED MIXTURES OF WIDE, UNCRUSHED OR CRUSHED GRANULAR MATERIALS.
- INSPECTION PORTS ON TOP OF EACH CHAMBER SHALL BE REINFORCED MIXTURES OF WIDE, UNCRUSHED OR CRUSHED GRANULAR MATERIALS.
PHASE 1A: PLAZA PAVING ENLARGEMENT

Symbol Legend

- Building
- Proposed Evergreen Trees
- Proposed Deciduous Trees
- Existing Trees to Remain
- Existing Trees to be Removed
- Existing Trees to be Transplanted
- Proposed Transplanted Trees
- Stabilized Hillside
- Professional Seal:
- Lawn
- East Plaza
- West Plaza
- Existing Wooded Hillside
- Drive Aisle
- Food Truck Parking
- Proposed Transplanted Trees
- Bleacher Stairs and ADA Ramp - See Arch. Dwgs.
- Porous Paving - See Civil Plans.
- Flush Border/Edge - See Civil

PHASE 1A LANDSCAPE IMPROVEMENTS

- Bleacher Stairs
- ADA Ramp

Add Alternate #1

Add Alternate #2
4. Construction Documents

PHASE 1 NOTE

1. Remaining Driveways, Walkways, ADA parking
2. Storm Water Management Systems, Retention Pond, etc.
3. Additional Fencing and Retaining Walls
4. Curb Cut at Road
5. Site Lighting
6. Utilities to the Area of the Kiosk. Kiosk Area as Just Asphalt.

ADD ALTERNATE #1

ADD ALTERNATE #2
4. Construction Documents

PHASE 1A PLAZA PAVING ENLARGEMENT

Lawn

EXISTING TURF FIELD

EXISTING TRACK

EXISTING WOODED HILLSIDE

FOOD TRUCK PARKING

DRIVE AISLE

WEST PLAZA

BENCH AND TABLE ENSEMBLES

DUAL LITTER & RECYCLING RECEPTACLES

SUNSHADE AND TABLE ENSEMBLES

Boulder Demarcation

Scale: 1" = 10'

L-1.2
**East Rain Garden - Boulder Layout**

- **Limit of Rain Garden**: Verify locations in Field.
- **Large native boulders approximately 3' x 3' x 2'**: Set base of boulder +/- 6" to 8" into slope.
- **Space boulders +/- 3' max. between each boulder along edge of Rain Garden.**

**West Rain Garden - Boulder Layout**

- **Limit of Rain Garden**: Verify locations in Field.
- **Large native boulders approximately 3' x 3' x 2'**: Set base of boulder +/- 6" to 8" into slope.
- **Space boulders +/- 3' max. between each boulder along edge of Rain Garden.**

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**Lawn Phase 1: Site Details**

- **Existing Track**: For use with Forms + Surfaces ensemble.
- **Dual Litter & Recycling Receptacles**: with 33-gallon trash can manufactured and supplied by Forms + Surfaces, stainless steel 50 gallon liner.
- **Curb Cut at Road**: for use with Forms + Surfaces ensemble.
- **Dual Configuration Receptacles**: with dual configuration trash can manufactured and supplied by Forms + Surfaces, stainless steel 32 gallon liner.
- **Sunshade and Table Ensembles**: 6 Standard Sunshade and Table Ensembles / 1 Sunshade and ADA Table Ensemble.
- **Boulder Demarcation**: Boulder Demarcation for use with Forms + Surfaces ensemble.

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**Detail**

- **Model Numbers / Description**:
  - SLAXIS-132 / Axis Receptacle, stainless steel, 32-gallon liner
  - STKNI-72NA / Knight Table Ensemble with Backless Benches, Aluminum Slats
  - SUSOL-APT / Soleris Sunshade, for use with Forms + Surfaces ensemble.

**Contractor**

- Contractor shall submit product cut sheets and manufactured shop drawings for approval by L.A.
- Contractor shall include dual configuration trash can manufactured and supplied by Forms + Surfaces.
- Contractor shall include dual configuration trash can manufactured and supplied by Forms + Surfaces.
- Contractor shall include dual configuration trash can manufactured and supplied by Forms + Surfaces.
- Contractor shall include dual configuration trash can manufactured and supplied by Forms + Surfaces.

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**Construction Documents**

- Response to Town Comments: 12/22/2020
- Construction Documents: 12/07/2020
- Bid Addendum #4: 10/30/2020
- Phase 1B Site Plan Application: 10/8/2020
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