

Union Crossing Transit District (UCTD)  
Special Permit Application For 16 Fencourt Avenue  
Report of the Plan Review Authority (PRA)

The Plan Review Authority (PRA) was formed to act on a project that is proposed to be located at 16 Fencourt Avenue, better known as the old Randolph Senior Center.

The PRA gets its authority and charge from Section 200-14.3 of the Randolph Zoning Ordinance (the “UCTD Ordinance”), which creates the Union Crossing Transit District overlay zoning. On September 28, 2022 an application was delivered and stamped by the Office of the Town Clerk. The applicant was Taj Estates of Randolph II, LLC (the “Applicant”). The application sought a Special Permit under the UCTD Ordinance and sought Site Plan and Design Review for the 16 Fencourt Avenue project (the “Project”).

Various Town Departments (Planning, Police Chief, Fire Department, Building Commissioner, Conservation, Zoning Board of Appeals, and DPW) were asked to weigh in on the Applicant’s proposal. The PRA has considered any input that it received from these Departments.

The application consists of a request for Site Plan and Design Review and for a Special Permit pursuant to the UCTD Zoning Ordinance from the Randolph Town Council. Pursuant to that Ordinance, the Council received the application and forwarded it to the PRA for review and recommendation. With the permission of the Applicant, the Council’s action on the Site Plan and Design Review request and the Special Permit request have been continued until September of 2023 to give the PRA and the Applicant time to go through the PRA review process. That process is now complete, except as noted herein, and the PRA hereby submits its’ recommendations.

**Project Summary:**

The Applicant proposes construction on a 7+ acre parcel under the Union Crossing Transit District overlay zoning. The parcel currently includes a 1 story former municipally owned building that served initially as an elementary school and then as a senior center with associated parking and ball field.

The proposed development consists of 107 residential units in 3 apartment buildings with a central parking lot. One building proposes first-floor commercial use (which use is currently intended to be as a daycare center with affiliated play space), with residential units above. No garages or other structures are proposed. Access to the new development is provided by Union Street (Route 139) and Center Street to Fencourt Avenue.

### **Zoning Districts:**

Currently the property is zoned as Residential Single Family High Density with UCTD overlay. However, it is noted that this parcel may be affected by future multifamily zoning which has been proposed for local MBTA communities. The existing land use is a single story vacant building.

	<b>Current Zoning</b>	<b>Existing Land Use</b>
North	Residential Single Family High Density	Single Family Residential
South	Residential District	Single Family Residential
East	Residential District	Single Family Residential, Commercial storefront, light Industrial (Randolph), heavy Industrial (Holbrook)
West	Residential Single Family High Density	Single Family Residential

### **Analysis:**

Summary of Land Use Designation: The purpose of the Union Crossing Transit District is to promote the general welfare by fostering a climate of economic viability and opportunity in proximity to public transit, including commuter rail and public bus service, by creating a connection among transit; higher density market rate residential living; and commercial opportunities for services, workspace, professional services, and labor, while allowing the retention and development of public green space and pedestrian and bike access routes in a village-style environment.

Compatibility with Surrounding Neighborhood: This parcel is located on the southeastern side of Randolph near Route 139 and its' border with the Town of Holbrook and less than 0.25 miles from the Holbrook/Randolph commuter rail station. It is surrounded by a variety of commercial uses and single-family residential properties.

The proposed use and apartment structures are out of character with the neighborhood which includes mostly single-family homes. Despite the retention of significant wooded areas on the west and southwest portion of the property, the building heights (3 stories), the similarity of the building types, and the central parking layout are not effective in balancing the new development with existing neighborhoods. The project does not appear to meet the stated purpose of Zoning Law 200-14.3, which is the “development of public green space and pedestrian and bike access routes in a village-style environment”.

**Meetings:**

The first PRA meeting on the Project was held on November 17, 2022, followed by meetings on April 12, May 3, June 7, and June 28, 2023.

**Applicant:**

Taj Estates of Randolph II, LLC  
95 East Main Street, Suite 100  
Westborough, MA 01581

**Drawings:**

The PRA has reviewed the drawings provided by the Applicant. The drawing package consists of 21 sheets, comprised of 8 civil drawings, 10 architectural drawings and 1 each of lighting, landscape, and plan of land. The initial civil drawings by Hardy + Man Design Group were issued 9/6/22 with a latest revision date of 5/25/23. The architectural renderings by Dennis Colwell Architects are dated 7/19/22. The lighting, landscape and plan of land are dated 8/22/22, 9/27/22 and 8/13/22, respectively. The drawing revisions do NOT change the layout of the Project. For a complete list of the latest drawings reviewed by the PRA and on which this report is based, see Attachment A.

**Findings:**

The following are our findings, analysis and recommendations based on our review, which are then followed by proposed conditions that may be included if a Special Permit is granted. The “findings” section subheadings directly correspond to UCTD Zoning Law 200-14.3 sections.

**A. Purpose**

The Applicant's proposal does increase the economic viability of the surrounding area, provides higher-density residential living, and is near the commuter rail station and bus transportation. An additional benefit of this Project is that the Applicant is willing to provide 25% of the units as Affordable Housing. However, the PRA did have some concerns. The proposed Project contains no variety of housing types, no pedestrian routes except in front of the buildings and along the entrance drive, limited green space, and a single central parking lot. Although there may be different types, definitions and styles of village-style environments, there are members of the PRA who do not believe the proposed Project meets any reasonable definition of a village-style development, and therefore do not believe it meets the intent of the zoning ordinance. Other PRA members believe that the definition of "village-style" is broad. The Applicant's willingness to provide an Affordable Housing component of 25% mitigates the concerns of some PRA members.

**B. Establishment of Union Crossing Transit District**

The Applicant meets the requirements of Section B. The parcel exceeds 5 acres, 100% of the land area is located within 1.25 miles of the commuter rail station, the parcel is under single ownership, a site master plan was presented (single phase construction) and the project is not located in the Crawford Square Business District.

**C. Applicability**

The Applicant's parcel meets the requirements of this section.

**D. Permitted Uses**

- (1) The new development consists of 107 residential units in three buildings with a commercial use (currently proposed as a daycare center) on the first floor of one building. The Project meets the mixed-use criteria.
- (2) No noxious or hazardous uses are proposed.
- (3) The proposal consists of three 3-story structures on a single lot. The proposal provides convenient and safe access to all, but traffic congestion may be an issue due to the circulation pattern/drop-off location and the single entrance and exit arrangement. The proposal has been reviewed and approved by the Randolph Fire Department.
- (4) No drive-through services are proposed.

(5) No parking structure is proposed.

**E. Dimensional, Lot Coverage and Lot Area Requirements**

	Dimension	Zoning Min. (UOS) (Feet)	Proposed (Feet)
(1)	Lot Frontage	100	142.5
(2)	Lot Depth	75	599
(3)(a):	Side Yard Setbacks 3 Story	30	30
(3)(b):	Rear Yard Setbacks 3 Story	30	30
(4)	Max. Front Yard	<10	4.5

(5) The Applicant has proposed no walking trails. See “Community Benefits” section. The only sidewalks provided are in front of the three buildings and along the entrance drive on the north side.

(6) Building Separation: The buildings are separated by more than 20 feet. The existing structure will be demolished.

**F. Development Intensity**

A maximum of 15 units per acre = 107 units, which is allowed under the UCTD Ordinance. The Applicant has proposed 107 units. Since there is an approximate 2.5-acre non-buildable wetland at the south end of the property, this creates a density of over 23 units per acre on the remaining land. It is noted that, despite being quite dense as the result of the wetland, this does comply with the zoning requirements. However, it is also noted that MBTA community multifamily zoning, which is not currently in place, but which may be in the future, would allow a minimum density of 15 units per acre.

#### **G. Building and Structure Height**

The minimum height for a building in a UCTD shall be two (2) stories or twenty (20) feet, whichever is greater. The height of a building in the UCTD shall be defined as the vertical distance from the average grade of the street the property has frontage on, along the frontage of the lot, to the top of the structure. Based on this criterion, 3-story buildings have been proposed. A rental office would be located in the building in front of the wetlands.

#### **H. Open Space**

A UCTD project shall include open space at least or equal to 10% of the total area. The proposed open space area is approximately 52%.

#### **I. Off-Street Parking**

Based on 1.5 spaces per dwelling unit, 1 visitor space per 10 residential units, and 1 space per 400 sf of commercial space, 201 parking spaces are required for this Project. The current plans propose 175 parking spaces. This means that the Project would be 26 parking spaces short of the requirement. In order to resolve this issue, the Applicant proposes several solutions. The Applicant will provide 4 parking spaces with electric vehicle charging stations. The Zoning Ordinance also allows reduced parking requirements for uses having different peak times of parking demand requirements. The Applicant seeks a waiver of the normal parking requirements under this provision. Based on the assumption that the commercial space will be used as a daycare and that the daycare parking will typically be during the day, when residents are likely to be at work, the PRA finds the proposed parking to be acceptable. However, if the Applicant were to allow a different use of the commercial facility, this assumption may no longer be valid. The PRA's understanding is that the Applicant is not legally committed to using the commercial facility as a daycare center. The PRA is therefore including a proposed Condition at the end of this report concerning parking. Note that the central parking lot is located in the middle of the three structures, and not to the rear of the residential units. There are no garages.

#### **J. Bicycle Parking**

The Applicant has proposed outside bicycle racks which meet the zoning law.

## **K. Landscaping**

The Applicant will be maintaining a no-disturb (except dead vegetation) minimum 20-foot buffer along the Truelson Drive side of the project. The landscaping will need additional review and oversight before it is installed. The Town Council may designate the Building Commissioner, the PRA or another body to provide that oversight. This is included in the Conditions at the end of this document. The Applicant has proposed the installation of a well for irrigation purposes, subject to finding suitable subsurface conditions. See Landscape Plan L-100. Future discussion items shall include more trees/landscaping at Fencourt Avenue entrance to shield the parking lot.

## **L. Design Standards**

(1) (a), (b), (c), (d) and (e):

The Applicant submitted architectural renderings of the three buildings with the original application. The building design details have not yet been evaluated and will need additional review and oversight before the Project is constructed. The Town Council may designate the Building Commissioner, the PRA or another body to provide that oversight. This is included in the Conditions at the end of this document. The design details to be reviewed shall include plans, elevations and renderings showing all details such as, but not necessarily limited to the following, architectural details, dimensions, setbacks, slopes, offsets, materials, colors, apartment sign, specific material samples, etc.

(1) (f): The Applicant will meet the clear window requirement for the new commercial building.

(1) (g): The Applicant will not use any architectural styles by or associated with specific business trademarks.

(2) (a): Driveways have been reviewed and approved by Fire Department, PRA and DPW for their intended uses. The only potential issue is congestion at the parking lot exit which is located just after the proposed daycare drop-off location.

(2) (b): Sidewalks have been reviewed and approved by Fire Department, PRA and DPW for their intended uses.

(2) (c): There are no separate walking paths or trails included in the Project plans. See “Community Benefits” section. One potential option is paths/walkways through the wetland area, which would be subject to Conservation Commission review and approval. Pedestrian amenities such as benches, gardens, etc. are limited and should be reviewed and approved in parallel with the landscaping. A recreation area has been proposed adjacent to the wetland area. See Landscape Plan.

- (2) (d) Utilities: Drainage, stormwater, water capacity and sewer capacity have been reviewed by the DPW Superintendent and Town Engineer. A peer review of the stormwater system was performed by Weston & Sampson. Most comments have been resolved to the satisfaction of the DPW Superintendent. Any remaining items must be resolved prior to the issuance of a Stormwater Permit, but will be addressed through the Stormwater Permit process. All utilities including water, sewer, electricity, and gas will be located underground.
- (2) (e) Off-Street Parking and Loading Spaces: There is a single central parking lot. Based on the proposed commercial use as a daycare center, no loading spaces are required. If the proposed commercial use changes, then loading spaces may become required. See Conditions, below. The Applicant or homeowners' association shall not dump any snow in the wetlands or recharge areas nor within 25 feet of the bordering vegetative wetlands. No snow may be stockpiled, and the use of salt is prohibited. See Conditions, below. Snow storage is adequate but limited on site.
- (2) (f): The Applicant seeks a waiver on granite curbing at catch basins. This waiver is acceptable to the DPW and PRA. They will use granite curbing at entrance and exit. Vertical monolithic concrete curbing will be used at sidewalks and the parking lot islands. See Conditions, below.
- (2) (g): Only one curb cut/opening is proposed at entrance/exit area with an island in between.
- (2) (h): Traffic Control Devices – Based on a transportation impact study, the project impact is minimal and will not require any intersection improvements at Union Street or Center Street.
- (3) The proposed parking lot is adequate for the proposed commercial use as a daycare center and the lot will be screened as best as practical. If the proposed commercial use changes, then additional parking spaces may become required. See Conditions, below. No parking structures or loading areas are proposed.
- (4) The Applicant meets or exceeds the lighting requirements. See Landscape Plan for additional details.
- (5) The Applicant will meet or exceed the infrastructure requirements.
- (6) The Applicant will meet or exceed all Project signage requirements.

#### **M. Ownership and Maintenance of Common Facilities**

All driveways and parking areas will be privately owned. The maintenance of all such driveways and parking areas, including but not limited to snowplowing, patching, and paving, will remain the responsibility of the Applicant or the subsequent property



owner(s)/homeowners' or residents' association. All deeds conveying any portion of the land containing private driveways or parking areas shall note this private responsibility of maintenance. There are no roads contained in the Project plan, only driveways and parking areas.

Currently, the residential units are intended to be rental units. Prior to any dwelling unit in the Project being offered for initial sale, the Applicant/Owner will form a residents' association in the form of a corporation, non-profit organization or trust established in accordance with appropriate state law by a suitable legal instrument(s) recorded at the Registry of Deeds. As part of the Special Permit review process, the Applicant will supply to the SPGA copies of such proposed instrument, if applicable, or if in the future any dwelling unit is to be sold.

**N. Project Phasing**

The Applicant proposes to develop the project in one phase.

**O. Additional Notes**

At the meeting of June 7, 2023, there was some concern expressed about the non-jurisdictional wetland located on the Truelson Drive side of the project. It is the PRA's and Applicant's understanding that the Conservation Commission has previously accepted this determination and the matter is closed.

**SUMMARY AND CONCLUSION**

**A. Waiver Summary:**

Applicant seeks two waivers, as follows:

**L.(1) & (2) Off-Street Parking**

Applicant requested reduced parking requirement based on uses having different peak times. This waiver request is based on the assumption that commercial use will be a daycare. PRA recommends granting this waiver, with the conditions listed below.

**L.(2)(f) Building Design/General Site Design**

Applicant requested use of monolithic concrete curb and sidewalk at catch basins in lieu of granite curbing. PRA recommends granting this waiver, with the conditions listed below.

**B. Project Bond:**

The PRA is not making a recommendation concerning the need for a Project Performance Bond at this time. The PRA recommends that the need for a Performance Bond be determined by Town Council after consultation with the Town Engineer.

**C. Conditions:**

The PRA recommends that the Town Council, as the Special Permit Granting Authority (SPGA) include the following Conditions on any SPGA approval for the Project:

- (1) Following a favorable vote by the SPGA, the Applicant shall provide 4 new sets of construction drawings and Site Master Plan that include all approved changes by the PRA and Town Council for compliance review prior to signature by the SPGA.
- (2) The SPGA shall sign all pages and only plans with the signatures of the SPGA shall be used to apply for all Town Permits for construction. The SPGA shall also sign the approved Site Master Plan.
- (3) A silt sock shall be installed along the parcel boundary and 25 feet from all wetlands.
- (4) Orange flagging, to delineate the limit of work, shall be installed 20 feet from the Truelson Drive property line. No work shall be allowed in that area other than to remove trash and debris, and dangerous trees and to add additional plantings where the wooded buffer is sparse. This will be done only after the Applicant's prior consultation with, and approval from, the Building Commissioner or other designee of the Randolph Town Council.

- (5) Additional trees/landscaping shall be included at the Fencourt Avenue entrance to shield the parking lot, subject to review and approval from the Building Commissioner, the PRA or other designee of the Randolph Town Council.
- (6) Wetland remediation and conditions, if any, shall be as specified by the Conservation Commission.
- (7) In order to complete the design review process, prior to receipt of a Building Permit for the Project from the Building Commissioner, the Applicant shall meet with the Building Commissioner, the PRA or other designee of the Randolph Town Council for review and comment on the landscaping, architectural renderings and signage for the Project. The landscaping details to be reviewed include pedestrian amenities such as benches, and gardens. The design details to be reviewed shall include plans, elevations and renderings showing all details such as, but not necessarily limited to the architectural details, dimensions, setbacks, slopes, offsets, materials, colors, apartment sign, specific material samples, etc. as listed in Section L concerning Design Standards, above. With this condition, the requested waiver regarding L.(2)(f) Building Design/General Site Design, concerning use of monolithic concrete curb and sidewalk at catch basins in lieu of granite curbing, is granted.
- (8) The Applicant shall meet with the local postmaster and obtain approval of post office box system and shall coordinate with the Town about any new addresses to be created as the result of the construction of the Project, including communicating with the Town Assessor, the Fire Department (public safety) and the Town Engineer concerning the official address of each dwelling unit.
- (9) The Project site shall be maintained in a neat and orderly fashion during construction.
  - a. All Project materials shall be stockpiled safely and stabilized.
  - b. Dust control and erosion control measures shall be utilized over the course of all construction.

- c. A stabilized entrance/exit to the site (gravel or other material) shall be installed to prevent tracking of mud/debris onto adjacent streets. The Applicant shall be responsible for sweeping adjacent streets when any construction debris is present.
  - d. Fencing and/or staking shall be employed to demarcate the project boundaries.
  - e. The Applicant is responsible for proper waste collection and disposal, including provisions for comfort stations, during construction.
  - f. Streets, driveways, sidewalks, etc. shall not be blocked, closed or otherwise rendered impassable during construction.
  - g. Rodent control stations shall be installed at the time of grubbing and clearing and shall be maintained for the duration of construction.
  - h. The Applicant shall meet all other conditions that may be imposed by the Building Commissioner during the term of construction.
- (10) The gate located at Castleton Avenue shall be installed in consultation with the Randolph Fire Department and shall remain closed except for emergency vehicle use.
- (11) Two sets of as-builts shall be provided with 60 days of construction completion.
- (12) This Special Permit shall lapse two years from its date of issuance, but shall not include such time required to pursue or await the determination of an appeal referenced to in M.G.L. c.40A, section 17, if substantial use of the Special Permit has not sooner commenced except for good cause or, in the case of a permit for construction, if construction has not begun by such date, except for good cause.
- (13) The Applicant shall provide 25% of the dwelling units contained in the Project as affordable housing units. The Applicant shall create, execute and record a deed restriction, satisfactory to the Town, designating the affordable housing units in the Project. As a result of said affordable housing deed restriction, the Project's affordable housing units shall qualify to be counted on the Town of Randolph's Subsidized Housing Inventory (SHI) for the purposes of M.G.L. Chapter 40B. The deed restriction will be such that the units may be so counted and the Applicant will assist the Town of Randolph as may be necessary to include the units on the SHI.

- (14) The Applicant will provide at least 4 parking spaces with electric vehicle charging stations.
- (15) So long as the commercial space contained within the Project is used as a daycare, with different peak times of parking demand requirements from other uses at the Project, the proposed parking at the Project is approved and no loading spaces are required. If the commercial space is to be used for another use the parking and loading requirements may differ. Therefore, if the commercial space is to be used for another use, the Applicant's prior consultation with, and approval from, the Building Commissioner or other designee of the Randolph Town Council, shall be required, specifically with regard to the provision of parking and loading spaces. With this condition, the requested waiver regarding I.(1) & (2) Off-Street Parking, which reduces the parking requirement as described above, is granted.
- (16) Currently, the residential units are intended to be rental units. Prior to any dwelling unit in the Project being offered for initial sale, the Applicant will form a homeowners' or residents' association in the form of a corporation, non-profit organization or trust established in accordance with appropriate state law by a suitable legal instrument(s) recorded at the Registry of Deeds. As part of the Special Permit review process, the Applicant will supply to the SPGA copies of such proposed instrument, if applicable, or if in the future any dwelling unit is to be sold.
- (17) The Applicant or homeowners' association shall not dump any snow in the wetlands or recharge areas nor within 25 feet of the bordering vegetative wetlands. No snow may be stockpiled, and the use of salt is prohibited.
- (18) The Applicant has proposed the installation of a well for irrigation purposes, subject to finding suitable subsurface conditions. A well may be installed only upon approval by the DPW Superintendent confirming suitable subsurface conditions and location.
- (19) All driveways and parking areas contained on the Project site will be privately owned. The maintenance of all such driveways and parking areas, including but not limited to snowplowing, patching, and paving, will remain the responsibility of the Applicant or the subsequent property owner(s)/homeowners' or residents' association. All deeds conveying any portion of the land containing private driveways or parking areas shall note this private responsibility of maintenance. There are no roads contained in the Project plan, only driveways and parking areas.
- (20) While this Special Permit is in effect, a duly authorized agent of the Town shall have the right to enter the Project site to ensure continued compliance with the terms and conditions of this Special Permit.

- (21) The implementation of the approved Project, and the construction and maintenance of any structures authorized by the approval, shall be consistent with the terms contained in the Application materials and with any Findings or Conditions contained in the Decision issued by the Town Council.
- (22) Any structure or use permitted by the approval of the Town Council must abide by and strictly conform to all other requirements, rules and regulations as stipulated and defined within the Zoning and/or General Ordinances of the Town of Randolph and all other applicable law, unless a valid variance or other waiver from said requirement is granted.
- (23) The Applicant is required to obtain any other applicable licenses, permits or permissions for any structure or use authorized by the approval, as required by law, and the approval by the Town Council shall not be read to relieve the applicant of that obligation. Any structure or use permitted by the approval shall be subject to all applicable licensing, permitting and other applicable municipal fees, and nothing in the approval shall waive such fees or other costs. The requirements contained in this paragraph shall apply whether or not the approval contains provisions for mitigation payments to the Town by the Applicant, and no mitigation payment shall be applied toward any permitting fee, licensing fee, or other cost or fee due to the Town relating to the approval, or the uses and structures authorized by an approval, from the Town Council.
- (24) Any applicable Conditions or requirements ordered by the Zoning Board, the DPW, the Conservation Commission and/or the Stormwater Authority are hereby included as Conditions of the Special Permit.
- (25) The Applicant shall provide a performance bond, community benefits and mitigation as specified by the Town Council.

**D. Community Benefits:**

The PRA identified one potential community benefit for consideration by the Town Council if the Project is approved.

- (1) If the Conservation Commission determines that trails are not a viable option within the existing wetland on the Project Site, the Applicant is requested to make a donation (amount to be set by Town Council) to the Randolph Trails Program or other suitable entity to support access to and creation of public trails and pathways in the Town of Randolph.

**E. Mitigation:**

The PRA identified the following potential mitigation measures for consideration by the Town Council if the proposed Project is approved.

- (1) As mitigation for the impacts of the Project on pedestrian and vehicular traffic, including the impacts of this large Project being built without including significant sidewalks or walking trails within the proposed Project, The DPW Superintendent with the support of the PRA recommends that the Applicant assist financially with the following improvements:
- a. Upgrade the sidewalks on Fencourt Avenue to be ADA compliant and make other improvements to ensure public safety.
  - b. Mill and resurface Castleton Avenue.
  - c. Mill and resurface Fencourt Avenue.

**F. Summary and Recommendation:**

The PRA recommends that the Town Council carefully consider the construction of this Project within the UCTD, located at 16 Fencourt Avenue, based on the findings, conditions and potential zoning changes noted herein, and the latest set of drawings. Each PRA member factored these items into their decision-making process, resulting in three (3) votes for the project, four (4) votes against the project with two (2) not present.

**PRA Advisory Vote:**

<u>PRA Member</u>	<u>Affiliation</u>	<u>For</u>	<u>Against</u>	<u>Other</u>
Kevin O’Connell	Town Councilor	X		
Katrina Huff-Larmond	Town Councilor			Absent
Richard Brewer	Town Councilor	X		
Lawan Wiggins-Neal	Resident		X	
Christine Holmes	Resident			Absent
Tony Plizga – Chairman	Planning Board		X	
Fran Blanchard	Conservation		X	
Chris Pellitteri	DPW Superintendent		X	
Captain Michael Austrino	Fire Prevention	X		

Report Approved: June 28, 2023



Attachment A

**PRA Review - Drawing List**

<b><u>Drawing Number</u></b>	<b><u>Title</u></b>	<b><u>Date</u></b>
C-1	Title Sheet	5/25/2023
C-2	Layout Plan	5/25/2023
C-3	Grading and Drawing Plan	5/25/2023
C-4	Utility Plan	5/25/2023
C-5	Existing Conditions, Demolition & Erosion Control Plan	5/25/2023
C-6	Details 1	5/25/2023
C-7	Details 2	5/25/2023
C-8	Details 3	5/25/2023
A1.1	Second Level	7/19/2022
A1.2	Third Level	7/19/2022
A1.3	Entrance [First Floor]	7/19/2022
A1.4	Entrance View	7/19/2022
A1.5	Entrance Aerial View	7/19/2022
A1.6	Aerial View	7/19/2022
A1.7	Aerial View	7/19/2022
A1.8	Ground Level View	7/19/2022
A1.9	Aerial View	7/19/2022
A10	Building Section	7/19/2022
L-100	Proposed Landscape Plan	9/27/2022
n/a	Lighting Plan	8/22/2022
n/a	Plan of Land	8/13/2022
FIRE	Fire Truck Study	5/15/2023