



## FIRST BRISTOL CORPORATION

July 19, 2017

Brian P. Golden, Esq., Director  
Boston Redevelopment Authority d/b/a  
The Boston Planning & Development Agency ("BPDA")  
One City Hall Square, 9<sup>th</sup> Floor  
Boston, MA 02201

Re: Mixed-Use Development – 415 William F. McClellan Highway, East Boston,  
Massachusetts ("Project") – Project Update

Dear Director Golden:

This letter is intended to serve as an update to the BPDA on behalf of MC-EB Realty LLC, the developer-owners of the above-referenced Project with respect to certain modifications to the design and program of the Project. The Project was reviewed by the Authority in 2013 in accordance with the Large Project Review provisions of Article 80B of the Code. The BRA Board voted at its meeting on February 14, 2013 to waive further review of the Project. The Project later received: relief from the Board of Appeal which authorized the dimensional variance needed for the Project; review and approval by the Parks Commission; review in accordance with the Massachusetts Environmental Policy Act; and attendant permits from MassDOT (collectively, the "Initial Approvals").

The Project as described in the Initial Approvals was a 112,830 square foot mixed-use project consisting of a 178-room business hotel, two restaurant/retail sites; associated entry drives, parking areas containing a total of 346 spaces, new sidewalks, street trees, planters, and lighting improvements along the Boardman Street frontage all located on a 6.183 acre parcel of land with a street address of 415 William F. McClellan Highway (the "Project Site"). The Project as approved consisted of three preliminary building elements: the first, a five (5) story, 102,525 square foot hotel project, centrally located on the Project Site; the second, a one (1) story, 6,270 square foot retail/restaurant building on the northern end of the Project Site fronting on Boardman Street; and the third another one (1) story 4,035 square foot retail/restaurant building on the eastern end of the Project Site also fronting on Boardman Street (the "Mixed-Use Project" or the "Project").

The construction of the hotel component of the Project commenced in April of 2014, and was substantially completed and occupied by October of 2015. Since the time of the Initial Approvals, the Proponent has actively marketed both of the two retail/restaurant sites for development without any success. It has utilized the brokerage services of Eastern Retail who has endeavored over this three year period to engage tenants for each of these sites. Despite diligent efforts, including the lease negotiation, site work and foundation work for these retail sites, no potential retail/restaurant tenants have materialized. It appears that the cost of construction and the challenging retail market, with low projected sales volumes, rendered these sites untenable for retail/restaurant purposes.

- An Affiliate of J. Karam Mgt., Inc. -

10 North Main Street, P.O. Box 2516, Fall River, MA 02722 • Tel. (508) 679-1180 • Fax (508) 677-4940

After significant consideration, the Proponent has determined that the sole viable option for the Project is to recalibrate it in order to provide for an extension to the existing hotel in lieu of the 4,035 square foot retail/restaurant development when had been proposed at the eastern edge of the Project Site. This change is necessary in order to provide for the proper activation of the Project Site, and deliver a positive development with attendant benefits for the community. The goal here would be to build upon and strengthen the proven success of the existing hotel.

We have met with representatives of BPDA's Development Review and Design Review staff and explicated our thoughts for development options for the Project Site, which are generally consistent with the planning and development aims of the Initial Approvals. Given the proven success of the hotel component of the Project, the Development Team has been carefully evaluating options for the Project Site which will build upon and expand this successful element. We have benefited from the direction provided by David Carlson, AIA and Raul Duverge during the course of our design, refinement and recalibration of the Project. In the course of this re-visioning and refinement, certain modifications, discussed below, have been required in order to deliver a Project with assured viability.

The purpose of this letter is to update you with respect to these modifications and to seek your concurrence that the Project as currently envisioned is consistent with what has been previously approved by the BPDA in accordance with prior Article 80B review. We would appreciate your review and concurrence that these refinements do not result in a change in the Project, as approved, or require additional review.

**Increase the Number of Hotel Rooms/Decrease in Retail/Restaurant:**

As currently envisioned, the Project modification will entail the development of a 262-room all-suites hotel with eighty-four (84) additional hotel rooms being added to the existing 178 room hotel, and the elimination of the 4,035 retail/restaurant pad on the eastern edge of the Project Site (the "Modified Project"). A site plan showing the Modified Project is attached. Floor plans and elevations of the proposed hotel addition are also included. The location for the proposed hotel addition would be on the east end of the existing hotel. The expansion would mainly impact the parking on site, eliminating approximately 25 spaces. It would also result in the slight modification of the open space at the corner of Boardman Street and the adjacent access drive to the east. The existing courtyard space adjacent to the east wing of the hotel would remain intact with only minor modifications.

**Traffic Impacts Analysis and Elimination of Parking Spaces:** As a result of this addition to the hotel, 25 existing on-site parking spaces will be eliminated, bringing the total number of on-site spaces to 321. According to Vanasse and Associates, Inc. ("VAI") the traffic engineers for the Project, the proposed modifications to the Project will not result in material changes to the operating conditions (motorist delays or vehicle queuing) beyond that contemplated by the Initial Approvals. Moreover, the VAI summary, attached, concludes that the Modified Project proposal can be accommodated within the confines of the transportation infrastructure improvements that were implemented at the Route 1A/Boardman Street intersection and along the Boardman Street

Brian P. Golden  
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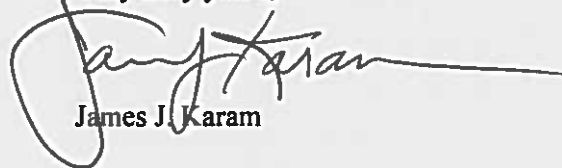
corridor in accordance with the terms of the Initial Approvals for the Project. Based upon our experience with existing hotel operations, the parking which will be provided at the Project Site following the modifications to the Project will be sufficient to meet the demands of the Project as so modified.

During the course of obtaining the Initial Approvals and in the course of the operation of the hotel, the Project has made significant contributions to the East Boston community including: the Development Impact Project Plan Fees which have been paid; the construction and permanent jobs which have been created; and the increased real estate taxes revenue has occurred as a result of the Project. Please note that the Modified Project will result in increased hotel revenue and taxes as well as increased Development Impact Project payments.

The Proponent and Operators of the Project have also made other contributions to the East Boston community, including contributions of funds and services to area youth and elderly organizations, hosting community-based and fundraising events, and participating in local community organizations. The Modified Project will serve to further these commitments.

As described, the Modified Project will have no additional impacts from that which was previously described. Moreover, the Modified Project will provide a number of benefits including new tax revenue, new DIP fees, new construction jobs, new hotel rooms and further the City's vision for this key neighborhood. We look forward to continuing to work with you, your Staff, our neighbors and elected officials and the City to advance this Project.

Very truly yours,



James J. Karam

cc: Jonathan Greeley, BPDA  
Raul Duverge, BPDA  
David Carlson, AIA, BPDA  
Jeff Karam, First Bristol Corporation  
Lianne Marshall, Marshall Properties, Inc.  
Salvatore LaMattina, District City Councilor  
Michael Sinatra  
William F. Kennedy, Esq.  
Mary T. Marshall, Esq.  
Jeffrey Dirk, VAI  
Matt Smith, Bohler Engineering  
Matthew Mvra, Bohler Engineering  
Rolf Biggers, BMA Architectural Group  
Marcus Parkkonen, BMA Architectural Group

**EXHIBIT A**

**Site Engineer and Landscape Architect:** Bohler Engineering  
352 Turnpike Road  
Southboro, MA 01772  
(508) 480-9900  
Matt Smith, P.E.  
Matt Mrva, R.L.A.

**Architect:** BMA Architectural Group, P.C.  
12 Middle Street  
Amherst, NH 03031  
(603) 673-1991  
Rolf Biggers, A.I.A.  
Marcus Parkkonen

**Legal Counsel:** Nutter, McClennen & Fish, LLP  
Seaport West  
155 Seaport Boulevard  
Boston, MA 02210  
(617) 439-2000  
William F. Kennedy, Esq.  
Mary T. Marshall, Esq.

**Traffic Engineer:** Vanasse & Associates, Inc.  
10 New England Business Center Drive, Suite 314  
Andover, MA 01810-1066  
(978) 474-8800  
Jeffrey Dirk, P.E., PTOE

Ref: 7576

July 18, 2017

Mr. Jeffrey Karam  
Vice President  
First Bristol Corporation  
10 North Main Street  
P.O. Box 2516  
Fall River, MA 02722

Re: Hilton Garden Inn Expansion Project  
100 Boardman Street/415 William F. McClellan Highway  
East Boston, Massachusetts

Dear Jeff:

Vanasse & Associates, Inc. (VAI) has completed a review of the proposed modifications to the development program for the commercial development located at 100 Boardman Street/415 William F. McClellan Highway (Route 1A) in East Boston, Massachusetts (hereafter referred to as the "Project"). Specifically, this assessment reviews the anticipated traffic characteristics of the current development proposal for the Project and compares the associated traffic volumes to those that were assessed by VAI in the August 2012 *Traffic Impact and Access Study* (the "August 2012 TIAS") that was included as a part of both the Expanded Project Notification Form (EPNF) and Expanded Environmental Notification Form (EENF) filed for the Project.

Based on a review of the findings of this assessment, we have concluded the following with respect to the modifications to the Project:

1. The current development program for the Project is expected to result in 2,010 new vehicle trips on an average weekday and 2,402 new vehicle trips on a Saturday (both two-way, 24-hour volumes), with 160 new vehicle trips expected during the weekday morning peak-hour, 176 new vehicle trips expected during the weekday evening peak-hour and 202 new vehicle trips expected during the Saturday midday peak-hour; and
2. In comparison to the approved development program that was assessed in the August 2012 TIAS, the current development program is expected to generate 156 additional new vehicle trips on an average weekday and 162 additional new vehicle trips on a Saturday, both of which would occur over a 24-hour period, with 7 additional new vehicle trips expected during the weekday morning peak-hour, 15 additional new vehicle trips during the weekday evening peak-hour and 11 additional new vehicle trips during the Saturday midday peak-hour.

The following details our assessment of the current development program for the Project.

## **PROJECT DESCRIPTION**

As currently proposed, the Project will entail the development of a 262-room all-suites hotel and one (1) sit-down type restaurant encompassing 6,270± square feet (sf). The most recent development program that was assessed by VAI for the Project<sup>1</sup> included a 178-room all-suites hotel; two (2) sit-down type restaurants encompassing 5,430± square feet (sf) and 4,855± sf, respectively (10,285 sf total); and 4,035± sf of retail space. Accordingly, ***the current development proposal represents an increase of 84 hotel rooms, the elimination of the 4,035± sf of retail space and a reduction of 4,015± sf in the amount of restaurant space.*** For reference, the August 2012 TIAS, the last formal transportation impact analysis that was prepared by VAI for the Project, reflected the development of a 177-room all-suites hotel and two (2) sit-down type restaurants encompassing 10,030 sf total.

Access to the Project site will continue to be provided by way of the two (2) driveways that were approved and have been constructed for the Project, and intersect the south side of Boardman Street east of Leyden Street.

## **TRIP-GENERATION**

In order to develop the traffic characteristics of the Project and consistent with the methodology that was used in the August 2012 TIAS, trip-generation statistics published by the Institute of Transportation Engineers (ITE)<sup>2</sup> were used. ITE Land Use Codes (LUCs) 311, *All Suites Hotel*, and 932, *High-Turnover (Sit-Down) Restaurant*, were used to develop the traffic characteristics of the current development program for the Project.

### **Adjustments to the Base Trip-Generation Calculations**

#### **Pedestrian/Bicycle/Public Transportation Trips**

Given the availability of public transportation to the Project site (bus and subway) and the interconnected pedestrian facilities that link the Project site to the proximate neighborhood area, it is expected that a portion of the trips generated by the Project will be made by public transportation or will include pedestrian/bicycle trips; however, in order to present a conservative (high) estimate of Project-related impacts on the transportation infrastructure, all of the trips associated with the Project were considered to be vehicle trips consistent with the methodology that was used in the August 2012 TIAS.

#### **Internal Trips**

Given the mix of uses to be integrated into the Project (hotel and restaurant), it is expected that a portion of the customers that patronize the Project will visit more than one of the uses within the Project site, particularly given that the hotel will not include a full service restaurant. This interaction between uses within a mixed-use development is not accounted for when the trip-generation calculations are performed on an individual land use basis. In order to account for this interaction and consistent with the methodology used in the August 2012 TIAS, an overall internal trip rate of 10 percent was used for the Project.

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<sup>1</sup>Trip-generation comparison letter dated March 16, 2015.

<sup>2</sup>*Trip Generation*, Eighth Edition; Institute of Transportation Engineers; Washington, DC; 2008.

### **Pass-By Trips**

Not all of the trips expected to be generated by the restaurant component of the Project will be new trips on the roadway network. A significant portion of these trips will consist of pass-by trips or vehicles already traveling along Route 1A or Boardman Street for other purposes that will patronize the Project in conjunction with their trip and then continue on to their original destination. These trips are not new trips on the roadway network as a result of the Project. Statistics published by the ITE<sup>3</sup> indicate that on average, up to 43 percent of the trips generated by high-turnover (sit-down) restaurant may consist of pass-by trips. In order to provide a conservative (high) assessment of Project-related impacts on the transportation infrastructure and in accordance with the methodology used in the August 2012 TIAS, a 25 percent pass-by trip rate was applied to the restaurant component of the Project to reflect the volume of traffic that is expected to access the Project site from the existing traffic stream along Route 1A and Boardman Street.

Table 1 summarizes the anticipated traffic characteristics of the current development program for the Project using the above methodology, with Table 2 providing a comparison of the new traffic associated with the current development program (i.e., excluding pass-by trips) to those of the development program that was assessed in the August 2012 TIAS.

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<sup>3</sup>*Trip Generation Handbook*, 3<sup>rd</sup> Edition; Institute of Transportation Engineers; Washington, DC; 2014.



**Table 1**  
**TRIP GENERATION SUMMARY<sup>a</sup>**

Time Period/Direction	Vehicle Trips									
	Hotel			Restaurant				Project Total		
	(A) Hotel (262 Rooms) <sup>b</sup>	(B = A x 0.10) Internal Trips 10%	(C = A - B) New Trips	(D) Restaurant (6,270 sf) <sup>c</sup>	(E = D x 0.10) Internal Trips 10%	(F = D - E) External Trips	(G = F x 0.25) Pass-By Trips 25%	(H = F - G) New Trips	(I = G) Pass-By Trips	(J = C + H) Total New Project Trips
<i>Average Weekday Daily:</i>										
Entering	818	82	736	399	40	359	90	269	90	1,005
Exiting	<u>818</u>	<u>82</u>	<u>736</u>	<u>399</u>	<u>40</u>	<u>359</u>	<u>90</u>	<u>269</u>	<u>90</u>	<u>1,005</u>
Total	1,636	164	1,472	798	80	718	180	538	180	2,010
<i>Weekday Morning Peak-Hour:</i>										
Entering	84	7	77	37	4	33	8	25	8	102
Exiting	<u>42</u>	<u>7</u>	<u>35</u>	<u>35</u>	<u>4</u>	<u>31</u>	<u>8</u>	<u>23</u>	<u>8</u>	<u>58</u>
Total	126	14	112	72	8	64	16	48	16	160
<i>Weekday Evening Peak-Hour:</i>										
Entering	60	7	53	41	4	37	8	29	8	82
Exiting	<u>84</u>	<u>7</u>	<u>77</u>	<u>29</u>	<u>4</u>	<u>25</u>	<u>8</u>	<u>17</u>	<u>8</u>	<u>94</u>
Total	144	14	130	70	8	62	16	46	16	176
<i>Saturday:</i>										
Entering	962	96	866	497	50	447	112	335	112	1,201
Exiting	<u>962</u>	<u>96</u>	<u>866</u>	<u>497</u>	<u>50</u>	<u>447</u>	<u>112</u>	<u>335</u>	<u>112</u>	<u>1,201</u>
Total	1,924	192	1,732	994	100	894	224	670	224	2,402
<i>Saturday Midday Peak-Hour:</i>										
Entering	90	8	82	47	5	42	10	32	10	114
Exiting	<u>70</u>	<u>8</u>	<u>62</u>	<u>41</u>	<u>5</u>	<u>36</u>	<u>10</u>	<u>26</u>	<u>10</u>	<u>88</u>
Total	160	16	144	88	10	78	20	58	20	202

<sup>a</sup>In order to allow for a comparison to the traffic volume projections that were presented in the August 2012 TIAS, the 8<sup>th</sup> Edition of *Trip Generation* was used to develop the base traffic characteristics of the Project.

<sup>b</sup>ITE LUC 311 – *All Suites Hotel*.

<sup>c</sup>ITE LUC 932 – *High-Turnover (Sit-Down) Restaurant*.



**Table 2**  
**TRAFFIC VOLUME COMPARISON**  
**CURRENT DEVELOPMENT PROGRAM VS. APPROVED PROJECT - NEW TRIPS**

Time Period/Direction	Vehicle Trips		
	(A) Current Development Program	(B) Approved Project <sup>a</sup>	(C = A - B) Difference
<i>Average Weekday Daily:</i>			
Entering	1,005	927	
<u>Exiting</u>	<u>1,005</u>	<u>927</u>	
Total	2,010	1,854	+156
<i>Weekday Morning Peak Hour:</i>			
Entering	102	93	
<u>Exiting</u>	<u>58</u>	<u>60</u>	
Total	160	153	+7
<i>Weekday Evening Peak Hour:</i>			
Entering	82	83	
<u>Exiting</u>	<u>94</u>	<u>78</u>	
Total	176	161	+15
<i>Saturday:</i>			
Entering	1,201	1,120	
<u>Exiting</u>	<u>1,201</u>	<u>1,120</u>	
Total	2,402	2,240	+162
<i>Saturday Midday Peak Hour:</i>			
Entering	114	106	
<u>Exiting</u>	<u>88</u>	<u>85</u>	
Total	202	191	+11

<sup>a</sup>Traffic Impact and Access Study, Proposed Commercial Development, East Boston, Massachusetts; VAI; August 2012

As can be seen in Table 1, the current development program for the Project is expected to result in 2,010 new vehicle trips on an average weekday (two-way, 24-hour volume, or 1,005 vehicles entering and 1,005 exiting), with 160 new vehicle trips expected during the weekday morning peak-hour (102 vehicles entering and 58 exiting) and 176 new vehicle trips expected during the weekday evening peak-hour (82 vehicles entering and 94 exiting). On a Saturday, the current development program is expected to generate approximately 2,402 new vehicle trips (again, two-way, 24-hour volume, or 1,201 vehicles entering and 1,201 exiting), with 202 new vehicle trips expected during the Saturday midday peak-hour (114 vehicles entering and 88 exiting).

As can be seen in Table 2, in comparison to the approved development program that was assessed in the August 2012 TIAS, the current development program is expected to generate 156 additional new vehicle trips on an average weekday and 162 additional new vehicle trips on a Saturday, both of which would occur over a 24-hour period, with 7 additional new vehicle trips expected during the weekday morning peak-hour, 15 additional new vehicle trips during the weekday evening peak-hour and 11 additional new vehicle trips during the Saturday midday peak-hour.



## SUMMARY

VAI has completed a review of the proposed modifications to the development program for the commercial development located at 100 Boardman Street/415 William F. McClellan Highway (Route 1A) in East Boston, Massachusetts. This assessment reviewed the anticipated traffic characteristics of the current development proposal for the Project and compared the associated traffic volumes to those that were assessed by VAI in the August 2012 TIAS that was included as a part of both the Expanded Project Notification Form and Expanded Environmental Notification Form filed for the Project.

Based on a review of the findings of this assessment, we have concluded the following with respect to the modifications to the Project:

1. The current development program for the Project is expected to result in 2,010 new vehicle trips on an average weekday and 2,402 new vehicle trips on a Saturday (both two-way, 24-hour volumes), with 160 new vehicle trips expected during the weekday morning peak-hour, 176 new vehicle trips expected during the weekday evening peak-hour and 202 new vehicle trips expected during the Saturday midday peak-hour; and
2. In comparison to the approved development program that was assessed in the August 2012 TIAS, the current development program is expected to generate 156 additional new vehicle trips on an average weekday and 162 additional new vehicle trips on a Saturday, both of which would occur over a 24-hour period, with 7 additional new vehicle trips expected during the weekday morning peak-hour, 15 additional new vehicle trips during the weekday evening peak-hour and 11 additional new vehicle trips during the Saturday midday peak-hour.

If you should have any questions regarding our assessment of the modifications to the Project, please feel free to contact me.

Sincerely,

VANASSE & ASSOCIATES, INC.



Jeffrey S. Dirk, P.E., PTOE, FITE  
Principal

*Professional Engineer in CT, MA, ME, NH, RI and VA*

JSD/jsd

Attachments

cc: File

**Institute of Transportation Engineers (ITE)**  
**Trip Generation , 8th Edition**  
**Land Use Code (LUC) 932 - High-Turnover (Sit-Down) Restaurant**

Average Vehicle Trips Ends vs: 1000 Square Feet Gross Floor Area  
Independent Variable (X): 6.27

**AVERAGE WEEKDAY DAILY**

$T = 127.15 * (X)$   
 $T = 127.15 * 6.27$   
 $T = 797.23$   
 $T = 798$  vehicle trips  
with 50% ( 399 vpd) entering and 50% ( 399 vpd) exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

$T = 11.52 * (X)$   
 $T = 11.52 * 6.27$   
 $T = 72.23$   
 $T = 72$  vehicle trips  
with 52% ( 37 vph) entering and 48% ( 35 vph) exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

$T = 11.15 * (X)$   
 $T = 11.15 * 6.27$   
 $T = 69.91$   
 $T = 70$  vehicle trips  
with 59% ( 41 vph) entering and 41% ( 29 vph) exiting.

**SATURDAY DAILY**

$T = 158.37 * (X)$   
 $T = 158.37 * 6.27$   
 $T = 992.98$   
 $T = 994$  vehicle trips  
with 50% ( 497 vpd) entering and 50% ( 497 vpd) exiting.

**SATURDAY MIDDAY PEAK HOUR OF GENERATOR**

$T = 14.07 * (X)$   
 $T = 14.07 * 6.27$   
 $T = 88.22$   
 $T = 88$  vehicle trips  
with 53% ( 47 vph) entering and 47% ( 41 vph) exiting.

**Institute of Transportation Engineers (ITE)**  
**Trip Generation, 8th Edition**  
**Land Use Code (LUC) 311 - All Suites Hotel**

Average Vehicle Trips Ends vs: Occupied Rooms  
 Independent Variable (X): 262

**AVERAGE WEEKDAY DAILY**

$T = 6.24 * (X)$   
 $T = 6.24 * 262$   
 $T = 1634.88$   
 $T = 1,636$  vehicle trips  
 with 50% ( 818 vpd) entering and 50% ( 818 vpd) exiting.

**WEEKDAY MORNING PEAK HOUR OF ADJACENT STREET TRAFFIC**

$T = 0.48 * (X)$   
 $T = 0.48 * 262$   
 $T = 125.76$   
 $T = 126$  vehicle trips  
 with 67% ( 84 vph) entering and 33% ( 42 vph) exiting.

**WEEKDAY EVENING PEAK HOUR OF ADJACENT STREET TRAFFIC**

$T = 0.55 * (X)$   
 $T = 0.55 * 262$   
 $T = 144.10$   
 $T = 144$  vehicle trips  
 with 42% ( 60 vph) entering and 58% ( 84 vph) exiting.

**SATURDAY DAILY**

$$\frac{\text{ITE LUC 310 Saturday Daily Trip Rate}}{\text{ITE LUC 310 Weekday Daily Trip Rate}} = \frac{\text{ITE LUC 311 Saturday Daily Trip Rate}}{\text{ITE LUC 311 Weekday Daily Trip Rate}}$$

$$\frac{10.50}{8.92} = \frac{(Y)}{6.24} \quad Y = 7.34529148$$

$T = Y * 262.00$   
 $T = 1924$   
 $T = 1,924$  vehicle trips  
 with 50% ( 962 vph) entering and 50% ( 962 vph) exiting.

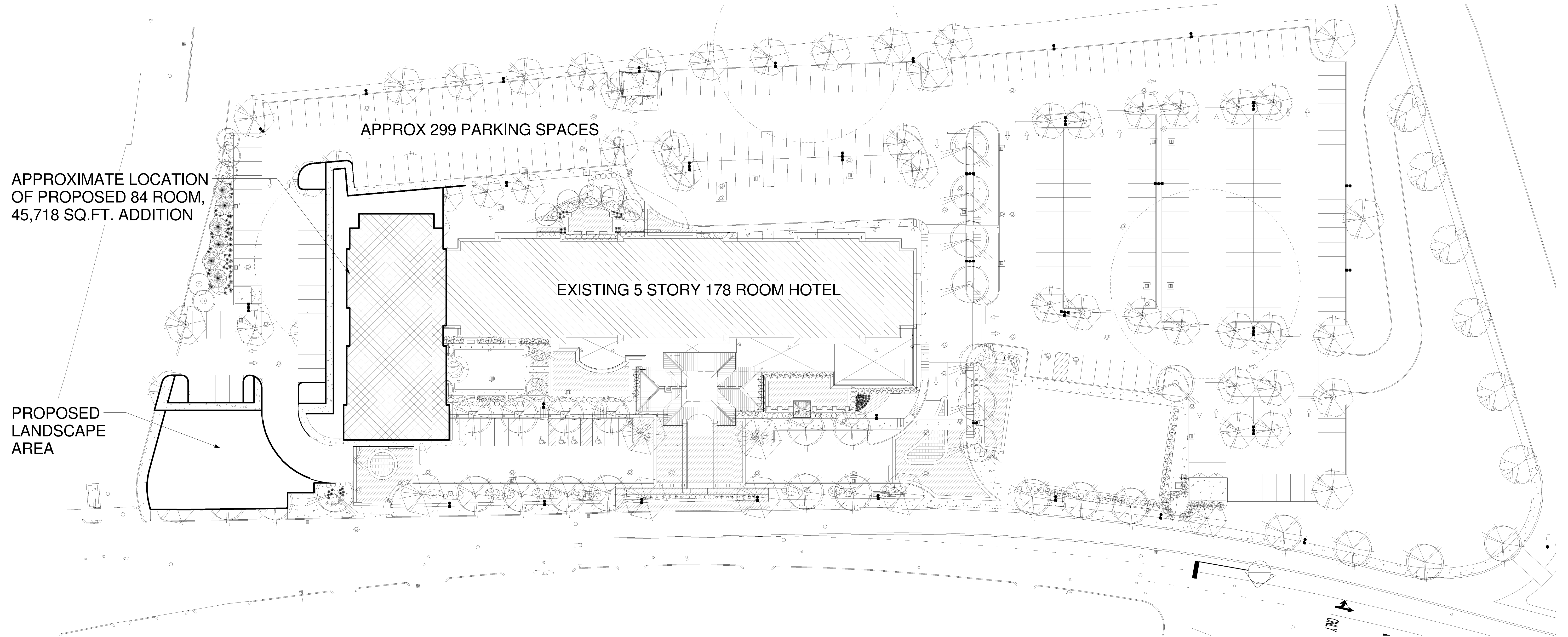
**SATURDAY MIDDAY PEAK HOUR OF GENERATOR**

$$\frac{\text{ITE LUC 310 Saturday Midday Trip Rate}}{\text{ITE LUC 310 Saturday Daily Trip Rate}} = \frac{\text{ITE LUC 311 Saturday Midday Trip Rate}}{\text{ITE LUC 311 Saturday Daily Trip Rate}}$$

$$\frac{0.87}{10.50} = \frac{(Y)}{7.35} \quad Y = 0.609$$

$T = Y * 262.00$   
 $T = 159.6$   
 $T = 160$  vehicle trips  
 with 56% ( 90 vph) entering and 44% ( 70 vph) exiting.

*(same distribution split as ITE LUC 310 during the Saturday Midday peak hour of generator)*

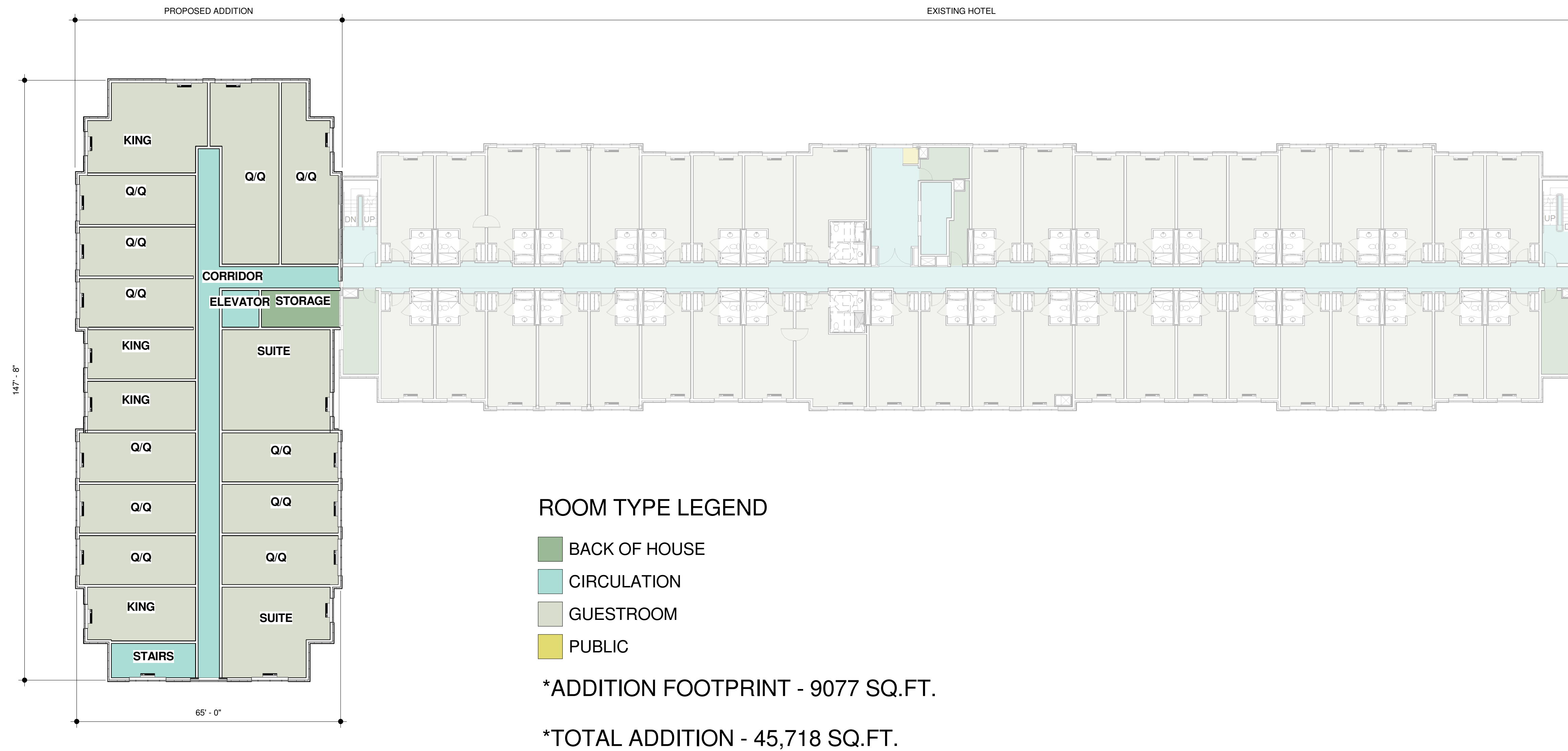


A1 CONCEPTUAL SITE PLAN  
1" = 30'-0"

CONCEPTUAL SITE PLAN

CONCEPTUAL  
22 June 2017





**A1** CONCEPTUAL TYPICAL FLOOR PLAN  
1/16" = 1'-0"

**CONCEPTUAL TYPICAL FLOOR PLAN**

CONCEPTUAL  
22 June 2017





D1 PROPOSED FRONT ELEVATION  
1 : 160

CONCEPTUAL EXTERIOR DESIGN

CONCEPTUAL  
22 June 2017





CONCEPTUAL EXTERIOR DESIGN

CONCEPTUAL  
22 June 2017







## CONCEPTUAL EXTERIOR DESIGN

CONCEPTUAL

22 June 2017

