

Historical Significance



Photo of original train station, date unknown.

As Groveland, Florida approaches its centennial in 2022, there is no greater symbol of its history and future than the Groveland Train Depot.

The single-story Craftsman style brick building first erected a century ago measures just 1,085 sq ft. Yet within its walls reverberate a vibrant mercantile past, from sawmills and citrus groves, bust and boom to what today is one of the fastest growing communities in the state. And despite market forces that have shuttered the Train Depot for more than forty years, the structure today finds itself solidly at the strategic intersection of Florida's multimodal transportation system and a major East-West bicycle trail.

Construction of the Train Depot gave shape and pace to Groveland's earliest development.

Renovation as a Trail Head for the West Orange Bike Trail connecting the Atlantic Ocean to the Gulf of Mexico is a fitting symbol for the city's centennial.

Present in the beginning

The community of Taylorville evolved slowly along the Orange Belt Railway line, originally built to connect citrus groves from Sanford to St. Petersburg by Russian entrepreneur Peter Demens from 1888 to 1893. Following acquisitions and mergers, the Atlantic Coast Line (ACL) railway evolved to serve primary industries such as E.M. Taylor's turpentine still and later J.Ray Arnold's Edge Lumber Company as well as a burgeoning population forming along the rail lines. In 1912 the town was renamed Groveland and by the 1920s was experiencing unprecedented population and economic growth.

Groveland was officially incorporated March 31, 1922 and the Train Depot opened within months. The narrow gauge tracks carried steam engines pulling both freight and passenger cars through Central Florida. The Depot proved a critical link to lumber and, increasingly, citrus shipping as well as importation of building materials to support a population surge that reached 407 by 1929.

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The national recession cast a pall on explosive Central Florida growth during the late 1920s and 30s. Groveland pioneers doggedly built the city's infrastructure and initial residential and commercial developments outward from the Train Depot. Lumber, the most sustainable source of jobs and revenues, continued dependent upon the rail links to reach markets across the state.

Only during World War 11 did the ACL railway experience a resurgence of heavy activity with the movement of troops, munitions and supplies to military installations across the state. In Groveland, B & W Canning Company was formed by entrepreneurs Gene Busbee and Norton Wilkins, taking advantage of technological advances to produce frozen citrus juice concentrate and to process grapefruit and oranges into sections and can them for extended shelf life. B & W facilities were located immediately adjacent to the Train Depot to fully exploit incoming and outgoing freight opportunities.

Community Focal Point

As if to prove the station's singular importance to the community, it even figured prominently in one of Lake County's darkest moments – the accusation that four young black men raped a white woman July 16, 1949. One of the defendants, Charles Greenlee, arrived in Groveland and spent the entire evening in the Train Depot before his arrest. Despite their pleas of innocence, Ernest Thomas was killed in pursuit and Greenlee, Samuel Shepherd, and Walter Irwin were arrested by the county sheriff, tried and convicted by an all-white jury. In an infamous civil rights case, Thurgood Marshall and the NAACP legal defense fund defended the young men.

Groveland Train Depot continued as an important element of day-to-day life in Groveland until 1979, when a series of rail mergers resulted in formation of the CSX Corporation and consolidation and closure of facilities, including Groveland. The Train Depot was sold to the B & W Canning Company, which removed the wood frame freight room and used the main depot as a distinctive main entrance and vehicle check point for shipments of the company's products. A successor entity, Florida Select Citrus, purchased the building in 1990 and performed repairs to the roof and rear loading dock.

A Noble Heritage

The Craftsman style brick building is situated on a continuous brick foundation and features a low pitched hip roof with a cross gable on the south. A brick chimney with tapered concrete cap is on the interior north slope of the hip roof. A composition shingle roof replaced the original clay tile roof in 1990. Brick work is composed of six courses of running bond followed by a Flemish bond course. Architectural elements, characteristic of the Craftsman style, include symmetrically placed wooden knee braces, exposed rafters and stone window sills. The Depot originally featured three components, freight room (removed in 1981), ticket office and passenger waiting rooms originally racially segregated.

A complete physical description was submitted as a Florida Master Site File for the Train Depot (LA02873). The Depot structure has been surveyed three times:

The first survey was completed in 2004 and it was determined that it was not eligible for listing on the local or National Register.

There was an update in 2014 and this time they deemed it eligible for listing on the National Register, individually or as part of a district.

Another update was performed this year and had the same conclusion as the previous survey.

A Fitting Symbol

During the past decade the City of Groveland has experienced rapid growth, reaching a population of 18,000. In 2019, the Kroger Company in partnership with Ocado announced a \$55 million investment to build a 350,000 sq ft fully roboticized grocery home distribution facility employing more than 500. Also that year right of acquisition was begun on FDOT's \$40 million State Road 50 Realignment, a 1.9-mile roadway extension that will provide heavy truck traffic an alternative route and trigger redevelopment of downtown Groveland. As the city prepares to celebrate its centennial anniversary in 2022, it is poised for economic growth and development rivalled only by its earliest origins, when schools, businesses and homes built outward from the Train Depot.

Another feature of the FDOT SR-50 realignment is completion of the 000-mile Coast to Coast bicycle trail in Groveland. Long segments of the trail follow the historic rail route of the Orange Belt Railway, including its path through downtown Groveland. To determine the Depot's potential use as a bicycle trail head, Groveland recently performed a structural analysis and architectural evaluation. Orlando architectural firm Eleven 18 determined the original brick structure to be sound and capable of relocation within the downtown area. The firm suggested three different potential uses, as a historical museum, as a trail head coffee shop and as a city center meeting facility with potential for a Farmers Market. It also provided professional estimates to renovate the roof and other elements to their historic structure.

There would be no more fitting project to celebrate the City of Groveland centennial than preservation of its singular historic building and its placement as a monument to future development and growth. The City seeks matching funding from the State of Florida to repair and restore to historic status the Groveland Train Depot. State funding is requested consisting of \$109,313.00 including direct and indirect costs of \$99,375.00 plus a contingency for the construction firm. The City of Groveland commits \$70,000, if necessary, for the relocation of the Train Depot as well as historical museum staffing and related costs for two full time employees, \$70,000.

Existing structure



Existing Groveland Train Depot



Existing Groveland Train Depot

The existing structure is approximately 1,085 sf with brick masonry exterior walls, wood framed interior walls and a wood framed roof. The original metal roofing was replaced with asphalt shingles at some point. It appears the structure still contains original windows and front doors. The building appears to be a similar footprint and style of many train depots throughout Central Florida that were

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part of the Orange Belt Railway. A large portion of the original building was removed at some point, where passengers originally waited for the trains. There is currently a street level portion of the building and a higher level, 5 steps up which was the original level of the train platform.

Relocation of existing structure

A-Team Structural Movers is a structural moving engineer company that has been in business for 40 years and is located in Oldsmar, Florida. They have worked on relocating two other train station projects in Florida (One in Polk County and one in Auburndale). Their analysis of moving this train station is the following:

The issues with moving this structure are going to be how best can the brick walls be moved and is the slab on grade competent to be moved. In regards to the walls, it might be possible to cut through the walls below the floor slab level and thereby lift the walls off of the existing foundation, or alternatively it might require that the existing footings be moved along with the walls in order to help maintain the integrity of the brick walls. In regard to the slab on grade, it depends on how well the slab was originally constructed as to whether or not it can be moved. I have done two other railroad station moves, one in Polk City and one in Auburndale. Both of these buildings had very poorly constructed floor slabs and consequently the floors were removed and replaced. So I would think it would be necessary to take a close look at the integrity of the existing slab. All of these considerations will affect the scope and cost of the project.

The rough cost estimate provided by A-Team Structural Movers includes moving the building only and would be in the range of \$70,000 to \$80,000. A new foundation might be required and is not included. Temporary removal of all utilities is not included. Roadway temporary construction, blocking, relocating is not included. Engineering for everything above is not included.

ELEVEN18 analyzed the downtown area and believe the original location is the best place for the structure to remain due to the future bike trail that will run in close proximity to this location and additional space available around it for associated use.

ELEVEN18 considered moving the structure to the nearby Lake Davis to be used as a possible function hall but saw that the Lake David Center is already located there and used for that function.

Pursuit of Historic Register

The Florida Master Site File is the State of Florida's official inventory of historical, cultural resources. In order to be placed in the Florida Master Site File, the structure needs to be at least 50 years old and have historical significance.

The Groveland train depot has been listed on the Florida Master Site File and has been deemed eligible for consideration for the National Register. The Southeast Archaeological Research Center listed the property on the Florida Master Site File.

The process to pursue the National Register first requires that the submitting team to fill out a Preliminary Site Information Questionnaire as well as evaluate whether the building applies per the

National Register Bulletin. Once this has been completed, additional forms will need to be filled out along with documenting research into the history of the train depot. This process is estimated to require 6-8 weeks. Once everything is submitted, the process to review and approve can take between 9 and 15 months to complete.

Andrew Waber, Historic Preservationist at the Department of State did mention that due to the building undergoing a significant renovation in the past where a large portion of the building was removed, this could affect whether the building would be accepted to be placed on the national register.

Renovation Use Option #1 – Coffee Shop

We believe turning the train depot into a coffee shop would be a great asset to the local residents as well as future visitors from the future bike trail. The close proximity of the train depot to the future bike trail would allow visitors to stop for a break along their route. If a parking lot is provided at this location for bike trail visitors, they can visit the coffee shop before or after their ride. This could function similar to the stations along the west orange bike trail, such as Killarney Station and Winter Garden Station, pictured below.



Killarney Station



Winter Garden Station

Coffee Shop - Construction

In this scenario, the existing structure would remain in the existing location and a covered patio would be added. The building itself would be renovated on the interior and would be reconfigured into a coffee shop. The raised platform floor area would need to be brought down to street level. New ADA compliant restrooms would be added, and the entrance would need to be altered to make it accessible. The exterior of the building would undergo repairs and cleaning. A new metal roof would replace the existing to bring the building back to its original look. A new outdoor covered patio would be incorporated into the original for exterior seating. The roof line of this covered patio would follow the size of the original building, bringing back the original form of the building. A site plan, floor plan and schematic exterior renderings follow this report.

Coffee Shop – Rough Costs**Option #1 - Coffee Shop Vanilla Shell with AC/Electric/2 Ada Restrooms**

Description		Total (\$)
00-76 13	Builder's Risk	800.00
01-31 00	Project Management and Coordination	25,900.00
01-45 23	Testing and Inspecting Services	2,500.00
01-51 13	Temporary Water	250.00
01-51 13	Temporary Electricity	900.00
01-54 00	Rental Equipment	2,500.00
01-54 10	Misc Expenses	850.00
01-58 13	Temporary Project Signage	350.00
01-71 23	Construction Surveying	2,500.00
01-74 13	Progress Cleaning	1,500.00
01-74 19	Construction Waste Management and Disposal	1,350.00
01-74 23	Final Cleaning	650.00
03-15 21	Termite Barrier	420.00
03-30 00	Footers	4,500.00
03-30 00	Building Concrete (footer and slab)	27,750.00
04-22 00	Exterior Masonry touch up	3,500.00
06-10 00	Rough Carpentry - L&M	22,500.00
06-17 53	Pre-engineered Wood Trusses	11,100.00
07-30 00	Metal Roof	40,000.00
07-53 00	Gutters	2,500.00
08-10 00	Doors and Frames - Ext	2,000.00
08-10 00	Front entrance improvements	8,500.00
08-50 00	Window Repairs as needed	4,500.00
09-21 16	Interior Framing and Drywall	9,600.00
09-90 00	Painting - Walls/Int/Ext/Ceilings/Doors/Frames	3,500.00
10-28 13	Fire Extinguishers	665.00
22-00 00	Plumbing Systems	4,500.00
22-00 00	Restrooms ADA	23,000.00
23-00 00	HVAC Systems	17,500.00
26-00 00	Electrical Systems	25,000.00
SUBTOTAL DIRECT COSTS		\$ 167,320.00
Indirect Costs		
Indirect Cost Allocation Rates		\$ 10,039.20
TOTAL DIRECT & INDIRECT COSTS		\$ 177,359.20
Profit Margin Profit		\$ 17,735.92
TOTAL PRICE		\$ 195,095

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Renovation Use Option #2 – Farmer’s Market and Function Hall

Many smaller towns in Central Florida have been creating farmers markets served by local small businesses as vendors. This attracts residents as well as visitors from afar. Again, given the close proximity of the train depot and the future bike trail, visitors will be coming through on the trail especially on weekends when farmer’s markets are typically held. The space would have dual purposes as a Farmer’s Market on the weekends where vendors could set up inside the building and outside. The building could also be used as a rental venue for weddings, baby showers, corporate events, city events, etc. This concept would be similar to how the Winter Park Farmer’s Market operates. Below are some images of the winter park farmer’s market during a weekend farmer’s market as well as set up as a venue for a Wedding.



Winter Park Farmer’s Market



Wedding inside the Farmer’s Market

Farmer’s Market/Function Hall - Construction

In this scenario ELEVEN18 proposes to add an addition to the existing structure to bring the building back to its original footprint. The interior would be fully renovated and converted into an open hall. The raised platform floor area would need to be brought down to street level. New ADA compliant restrooms would be added and The entrance would need to be altered to make it accessible. The exterior of the building would undergo repairs and cleaning. A new metal roof would replace the existing to bring the building back to its original look.

A site plan, floor plan and schematic exterior renderings follow this report.

Farmer's Market/Function Hall – Rough Costs**Option #2 - Farmer's Market Vanilla Shell with AC/Electric/2 Ada Restrooms**

	Description	Total (\$)
00-76 13	Builder's Risk	800.00
01-31 00	Project Management and Coordination	29,600.00
01-45 23	Testing and Inspecting Services	3,500.00
01-51 13	Temporary Water	300.00
01-51 13	Temporary Electricity	900.00
01-54 00	Rental Equipment	2,500.00
01-54 10	Misc Expenses	850.00
01-58 13	Temporary Project Signage	350.00
01-71 23	Construction Surveying	2,500.00
01-74 13	Progress Cleaning	1,500.00
01-74 19	Construction Waste Management and Disposal	1,350.00
01-74 23	Final Cleaning	650.00
03-15 21	Termite Barrier	420.00
03-30 00	Footers	4,500.00
03-30 00	Building Concrete (footer and slab)	27,750.00
04-22 00	Exterior Masonry touch up	3,500.00
04-22 00	Exterior New Masonry	23,400.00
06-10 00	Rough Carpentry - L&M	35,500.00
06-17 53	Pre-engineered Wood Trusses	11,100.00
07-30 00	Metal Roof	40,000.00
07-53 00	Gutters	2,500.00
08-10 00	Doors and Frames - Ext	2,000.00
08-10 00	Front entrance improvements	8,500.00
08-50 00	Window Repairs as needed	4,500.00
08-50 00	Exterior Windows - New	11,250.00
09-21 16	Interior Framing and Drywall	19,200.00
09-90 00	Painting - Walls/Int/Ext/Ceilings/Doors/Frames	6,500.00
10-28 13	Fire Extinguishers	665.00
22-00 00	Plumbing Systems	4,500.00
22-00 00	Restroom ADA	23,000.00
23-00 00	HVAC Systems	31,000.00
26-00 00	Electrical Systems	35,000.00
	SUBTOTAL DIRECT COSTS	\$ 208,470.00
	Indirect Costs	
	Indirect Cost Allocation Rates	\$ 12,508.20
	TOTAL DIRECT & INDIRECT COSTS	\$ 220,978.20
	Profit Margin Profit	\$ 22,097.82
	TOTAL PRICE	\$ 243,076

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Renovation Use Option #3 – History Museum

This train depot is similar to many original train stations in Central Florida. There is a well documented history of the train system in Central Florida, and Historic Preservation groups has been started in some of these towns. The Groveland train depot could be turned into a Historic Museum for visitors to town. The Groveland Florida Historical Museum, currently housed adjacent to the Puryear Building, could be moved to the train depot. Winter Garden, FL converted their original train station to a history museum as well. This would be a similar idea and if possible, Groveland could find an old train caboose and place it in front of the museum on a piece of train track for display, similar to the Heritage Museum in Winter Garden, pictured below.



Winter Garden Heritage Museum



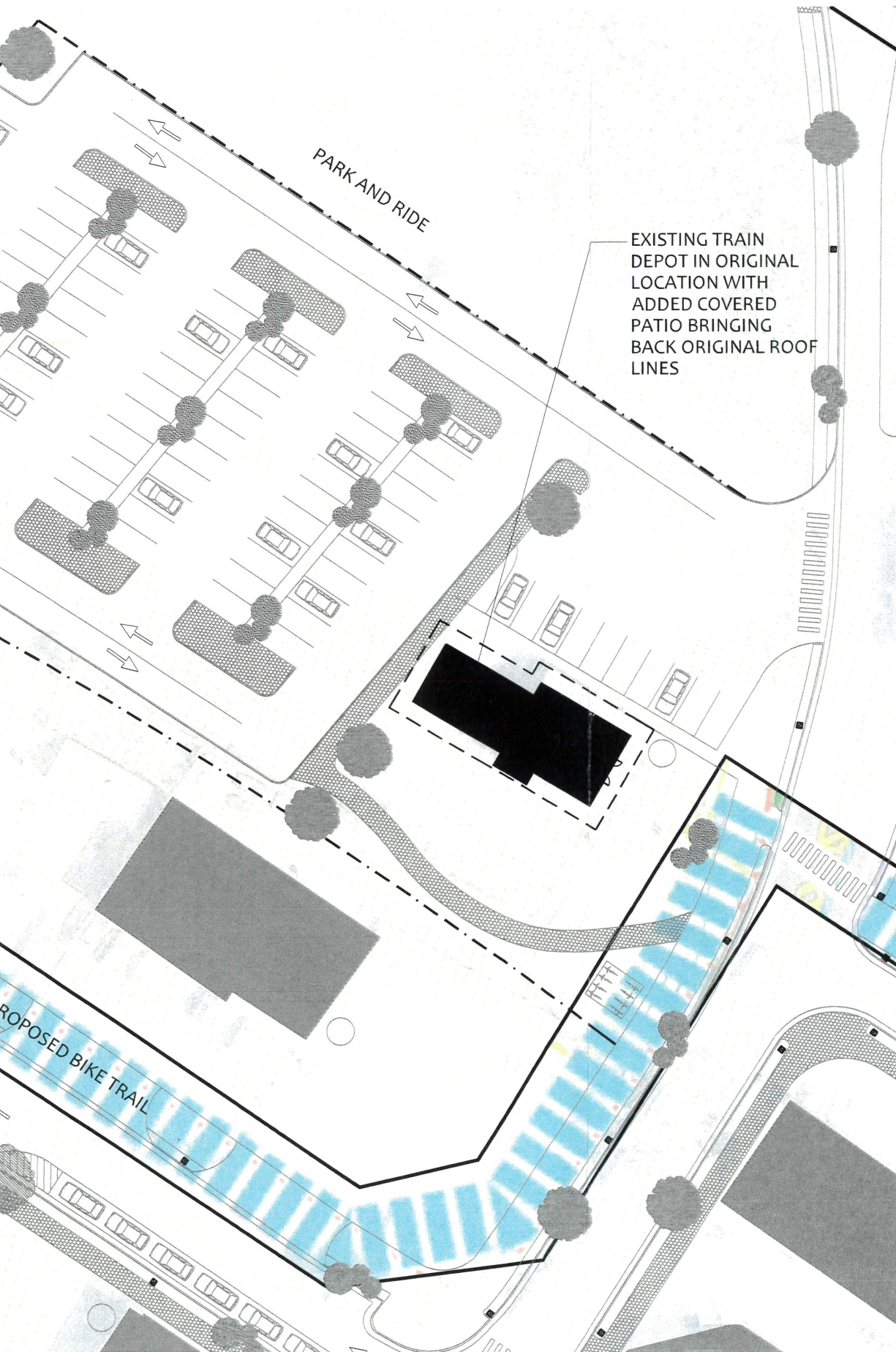
Winter Garden Heritage Museum

History Museum - Construction

In this scenario, the existing building would remain in its original location with no additions. ELEVEN18 proposes to fully renovate the interior of the building. The raised platform would remain and new stairs and a wheelchair lift would be added. New ADA compliant restrooms would be added and the entrance would need to be altered to make it accessible. The exterior of the building would undergo repairs and cleaning. A new metal roof would replace the existing to bring the building back to its original look. A new wood frame platform would be constructed, with stair down to the train on display outside in front of the building. A site plan, floor plan and schematic exterior renderings follow this report.

History Museum – Rough Costs**Option #3 - Train Station Museum Vanilla Shell with AC/Electric/2 Ada**

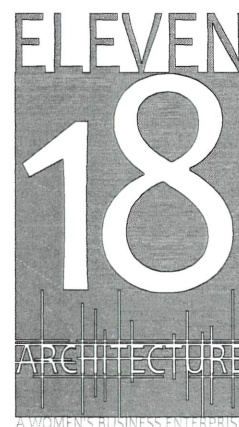
Description		Total (\$)
00-76 13	Builder's Risk	800.00
01-31 00	Project Management and Coordination	18,500.00
01-45 23	Testing and Inspecting Services	2,500.00
01-51 13	Temporary Water	250.00
01-51 13	Temporary Electricity	900.00
01-54 00	Rental Equipment	1,500.00
01-54 10	Misc Expenses	850.00
01-58 13	Temporary Project Signage	350.00
01-74 13	Progress Cleaning	1,500.00
01-74 19	Construction Waste Management and Disposal	450.00
01-74 23	Final Cleaning	650.00
04-22 00	Exterior Masonry touch up	3,500.00
06-10 00	Rough Carpentry - L&M	4,500.00
07-30 00	Metal Roof	40,000.00
07-53 00	Gutters	2,500.00
08-10 00	Doors and Frames - Ext	2,000.00
08-10 00	Front entrance improvements	8,500.00
08-50 00	Window Repairs as needed	4,500.00
09-21 16	Interior Framing and Drywall	9,600.00
09-90 00	Painting - Walls/Int/Ext/Ceilings/Doors/Frames	1,500.00
10-28 13	Fire Extinguishers	665.00
22-00 00	Plumbing Systems	4,500.00
22-00 00	Restroom ADA	23,000.00
23-00 00	HVAC Systems	17,500.00
26-00 00	Electrical Systems	25,000.00
SUBTOTAL DIRECT COSTS		\$ 93,750.00
Indirect Costs		
Indirect Cost Allocation Rates		\$ 5,625.00
TOTAL DIRECT & INDIRECT COSTS		\$ 99,375.00
Profit Margin Profit		\$ 9,937.50
TOTAL PRICE		\$ 109,313



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28 OCT 2019

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PROJECT NAME:
**GROVELAND
TRAIN DEPOT**

Corner of Howey Rd and
W. Broad Street
Groveland, FL 34736

ELEVEN18 PROJECT LEAD:
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bchea@eleven18architecture.com

PROJECT TEAM:
Brooke Chea, Christie Garcia

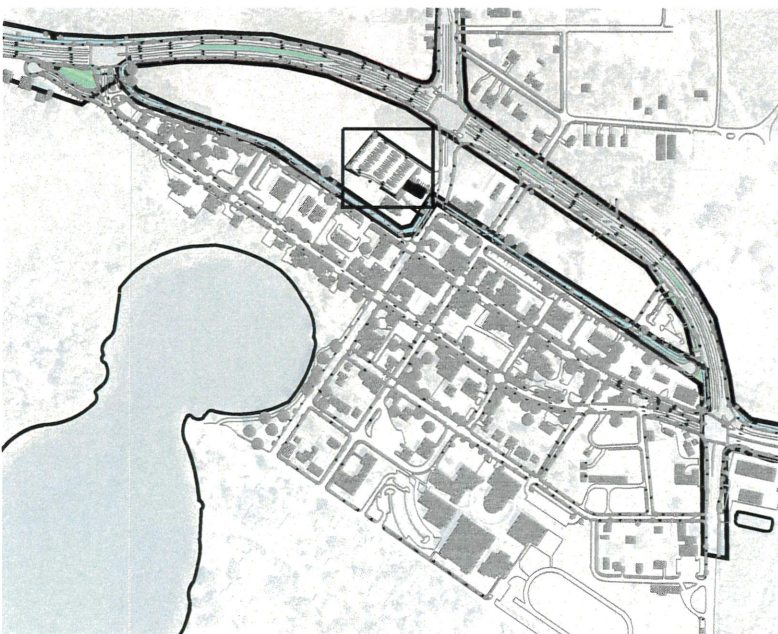
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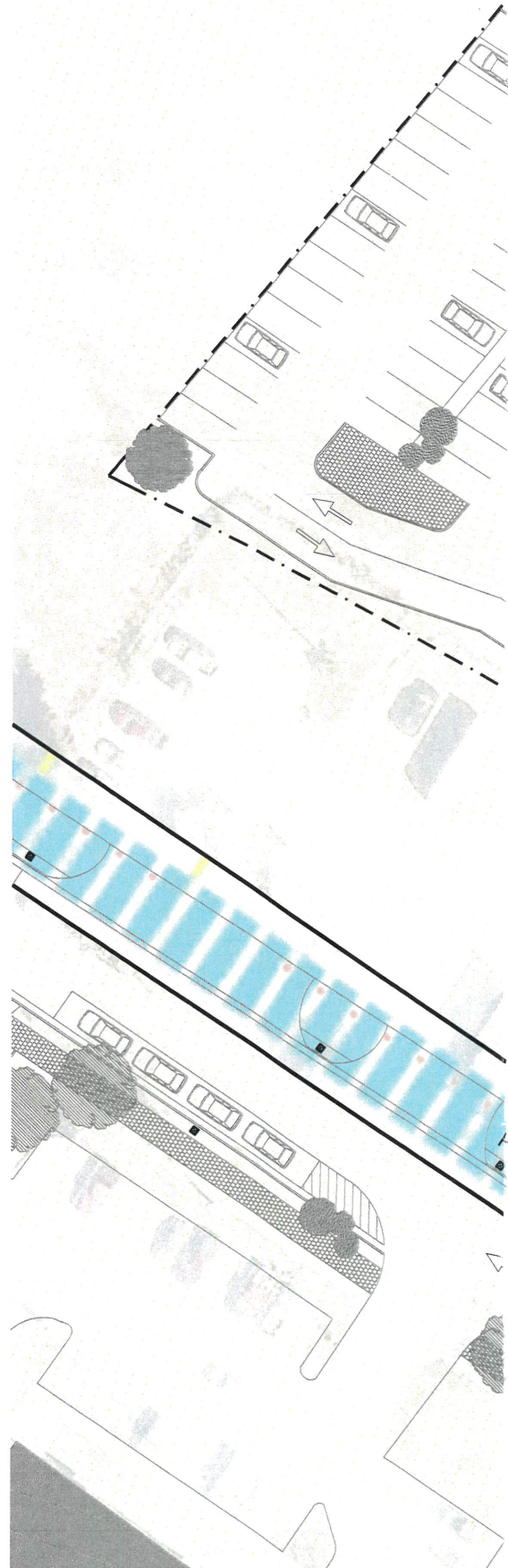
Opt 1
SITE PLAN -
COFFEE SHOP

LAN





PROPOSED DOWNTOWN GROVELAND
KEY PLAN

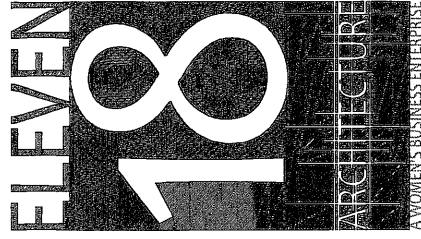


OPTION 1 - COFFEE SHOP - SITE F

NEW COVERED PORCH ADDITION

EXISTING BUILDING

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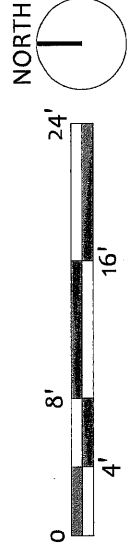
COVERED PATIO

COFFEE SHOP.
INTERIOR TO BE
COMPLETELY
RENOVATED

OPT 1 - COFFEE SHOP - FLOOR PLAN

3/32" = 1'-0"

01



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Opt 1		
FLOOR PLAN - HISTORY MUSEUM		

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Opt 1
 RENDERING -
 COFFEE SHOP



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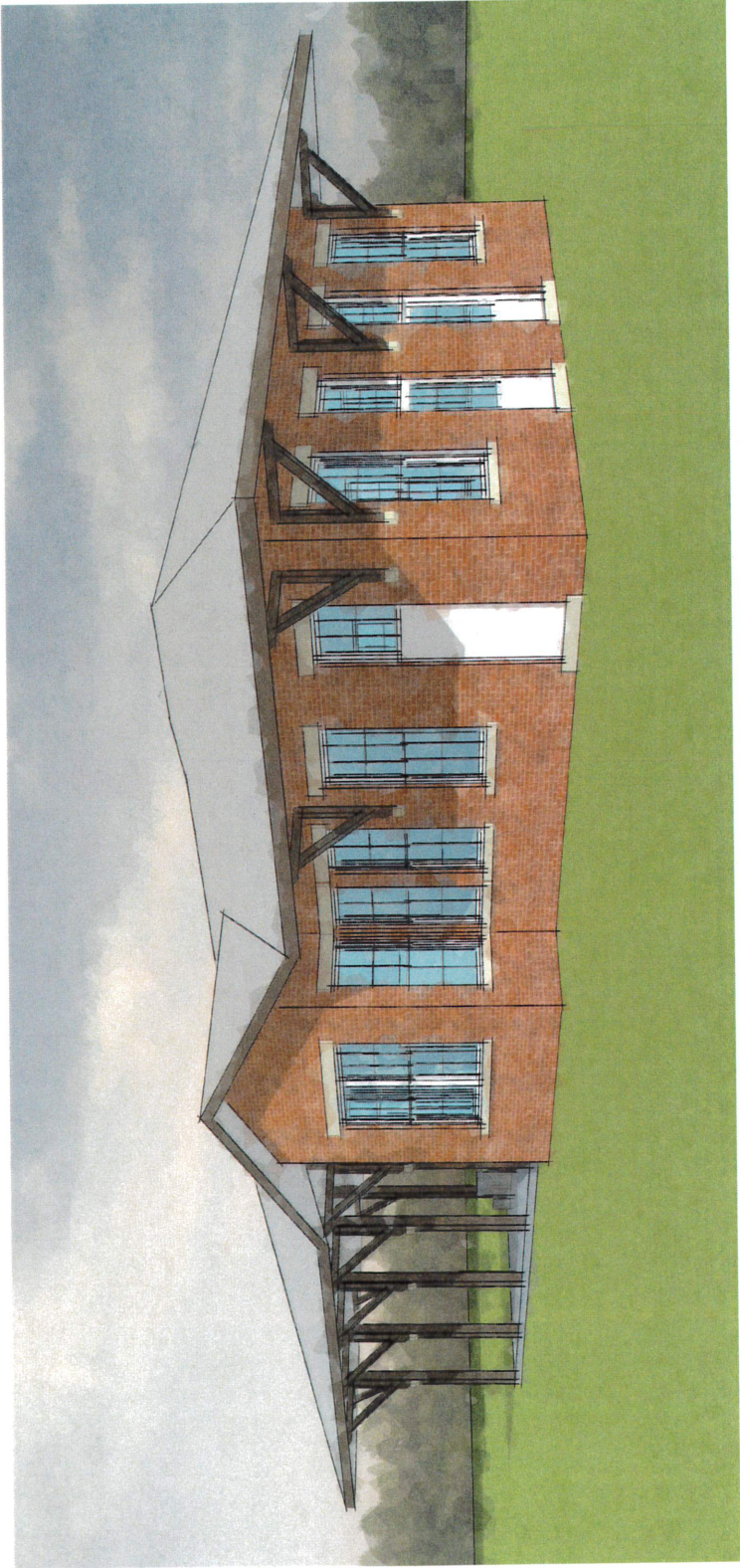
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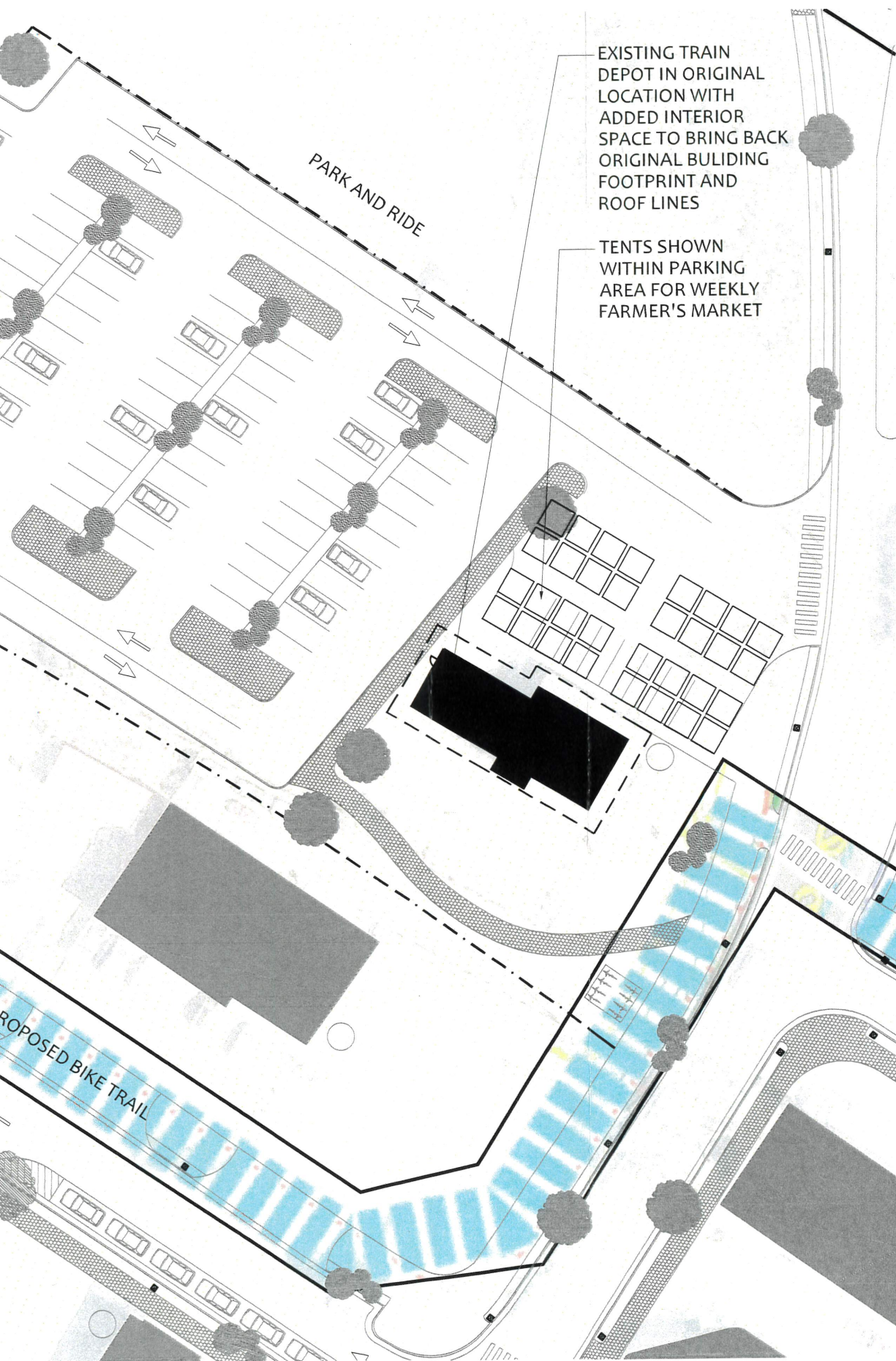
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REVISIONS		
#	DATE	DESC.
<div> <div>Opt 1</div> <div>RENDERING - COFFEE SHOP</div> </div>		





EXISTING TRAIN
DEPOT IN ORIGINAL
LOCATION WITH
ADDED INTERIOR
SPACE TO BRING BACK
ORIGINAL BUILDING
FOOTPRINT AND
ROOF LINES

TENTS SHOWN
WITHIN PARKING
AREA FOR WEEKLY
FARMER'S MARKET

PARK AND RIDE

PROPOSED BIKE TRAIL

AND EVENT VENUE - SITE PLAN

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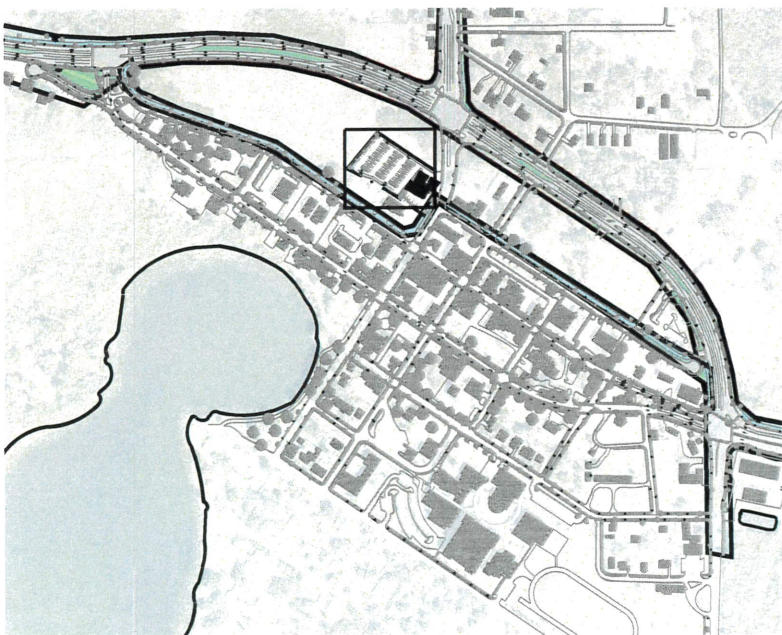
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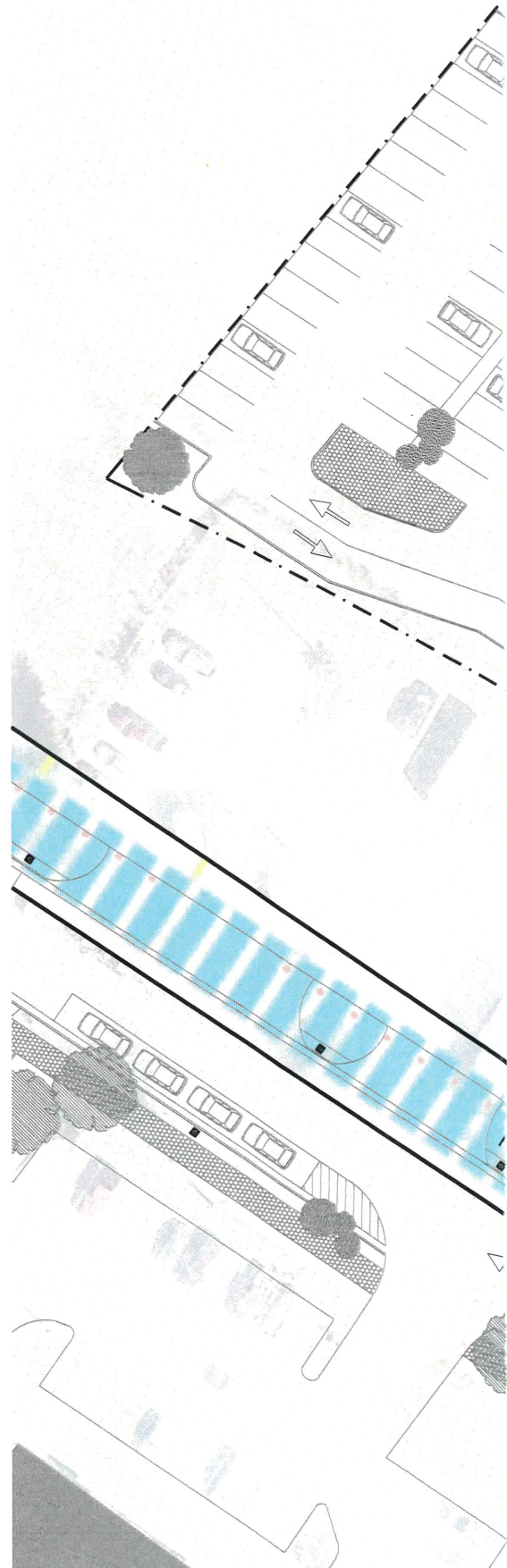
Opt 2

SITE PLAN - FARMER'S
MARKET/FUNCTION HALL





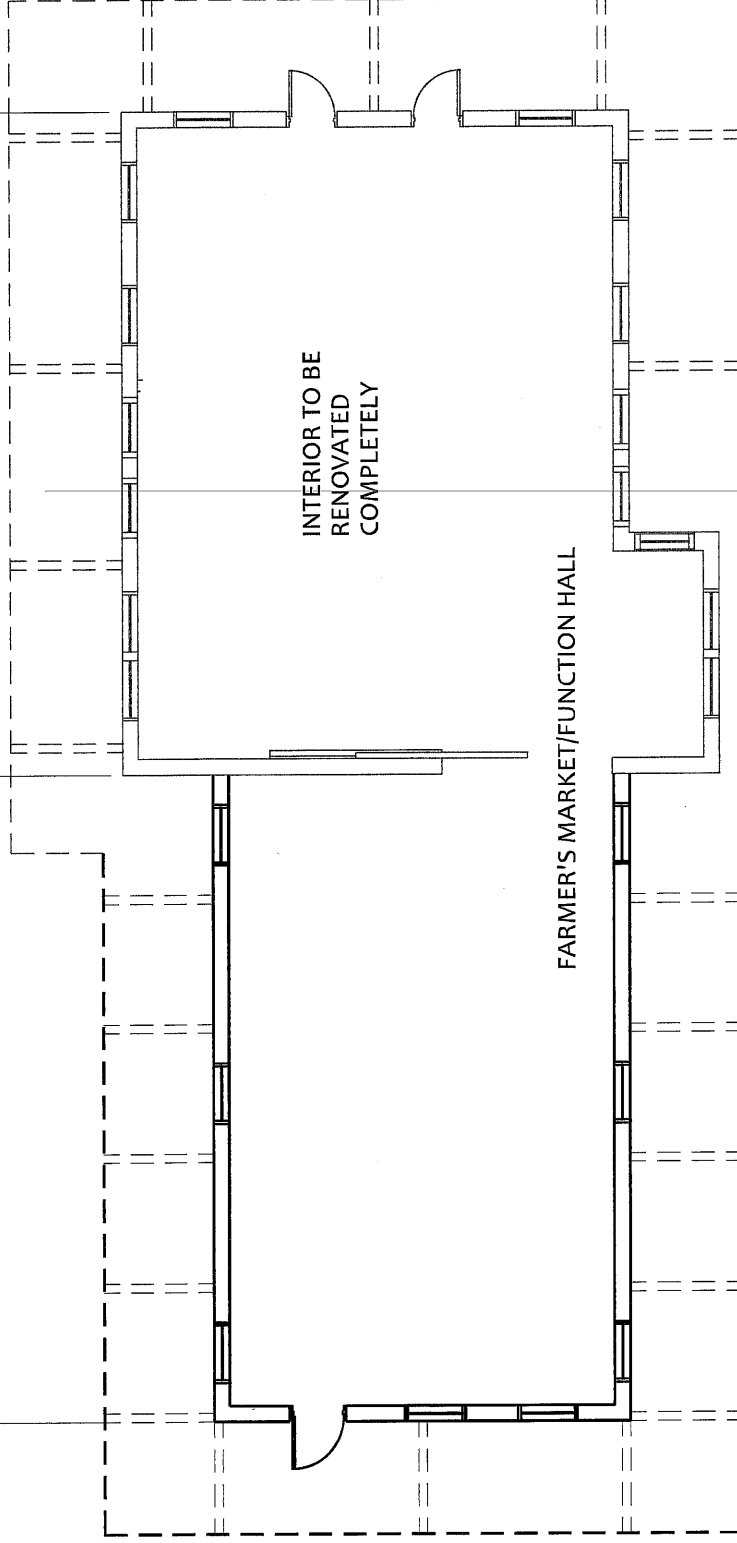
PROPOSED DOWNTOWN GROVELAND
KEY PLAN



OPTION 2 - FARMER'S MARKET /

NEW ENCLOSED ADDITION

EXISTING BUILDING



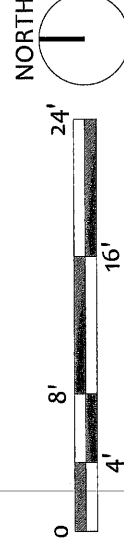
INTERIOR TO BE
RENOVATED
COMPLETELY

FARMER'S MARKET/FUNCTION HALL

OPT 2 - MARKET/HALL - FLOOR PLAN

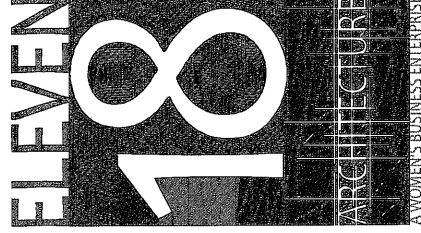
3/32" = 1'-0"

02



28 OCT 2019

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PROJECT NAME:

GROVELAND

TRAIN DEPOT

Corner of Howey Rd and

W. Broad Street

Groveland, FL 34736

REVISIONS

#	DATE	DESC.

Opt 2

FLOOR PLAN -
HISTORY MUSEUM

28 OCT 2019

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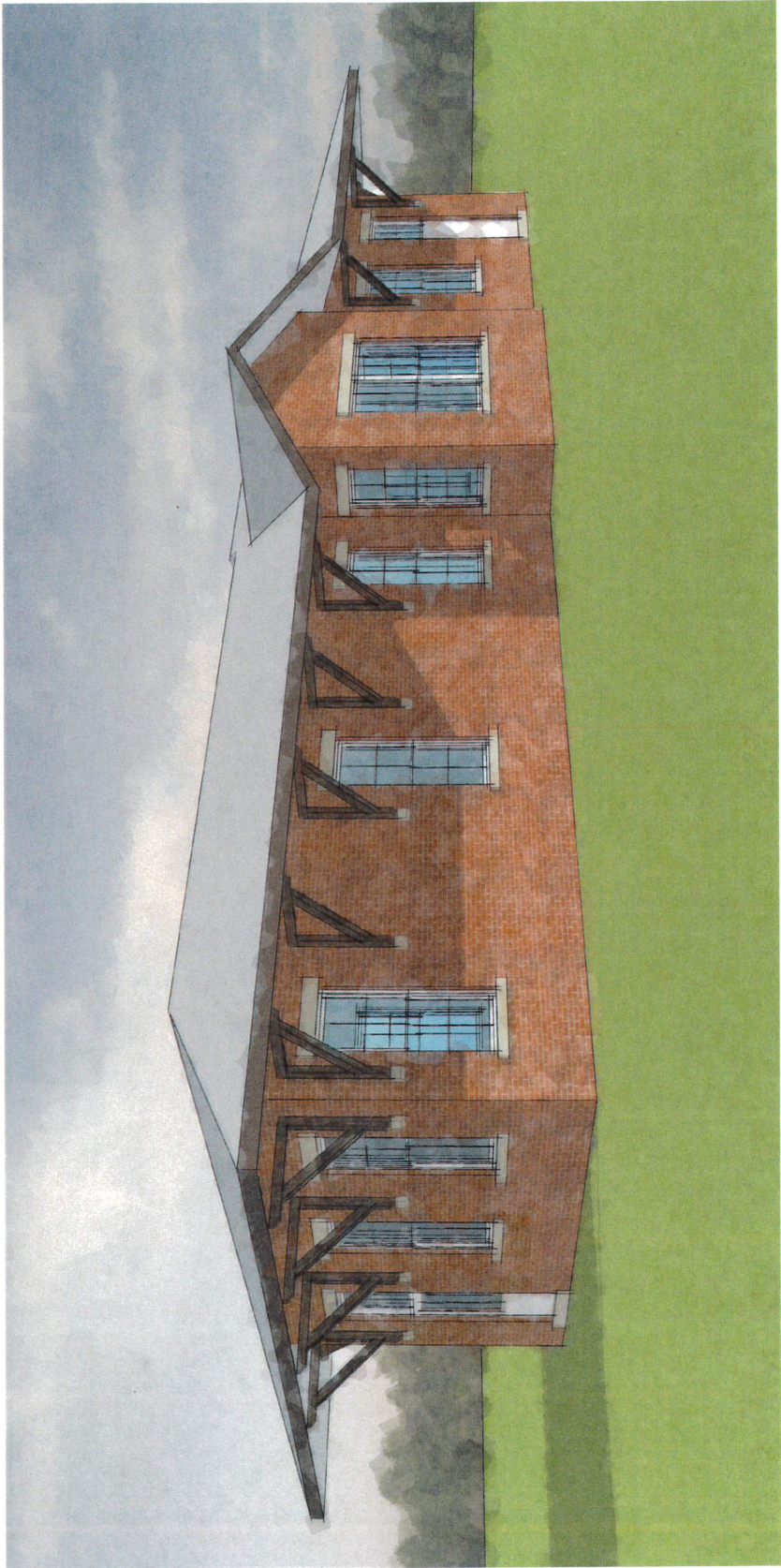
PROJECT NAME:

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Opt 2
 RENDERING - FARMER'S
 MARKET/FUNCTION HALL



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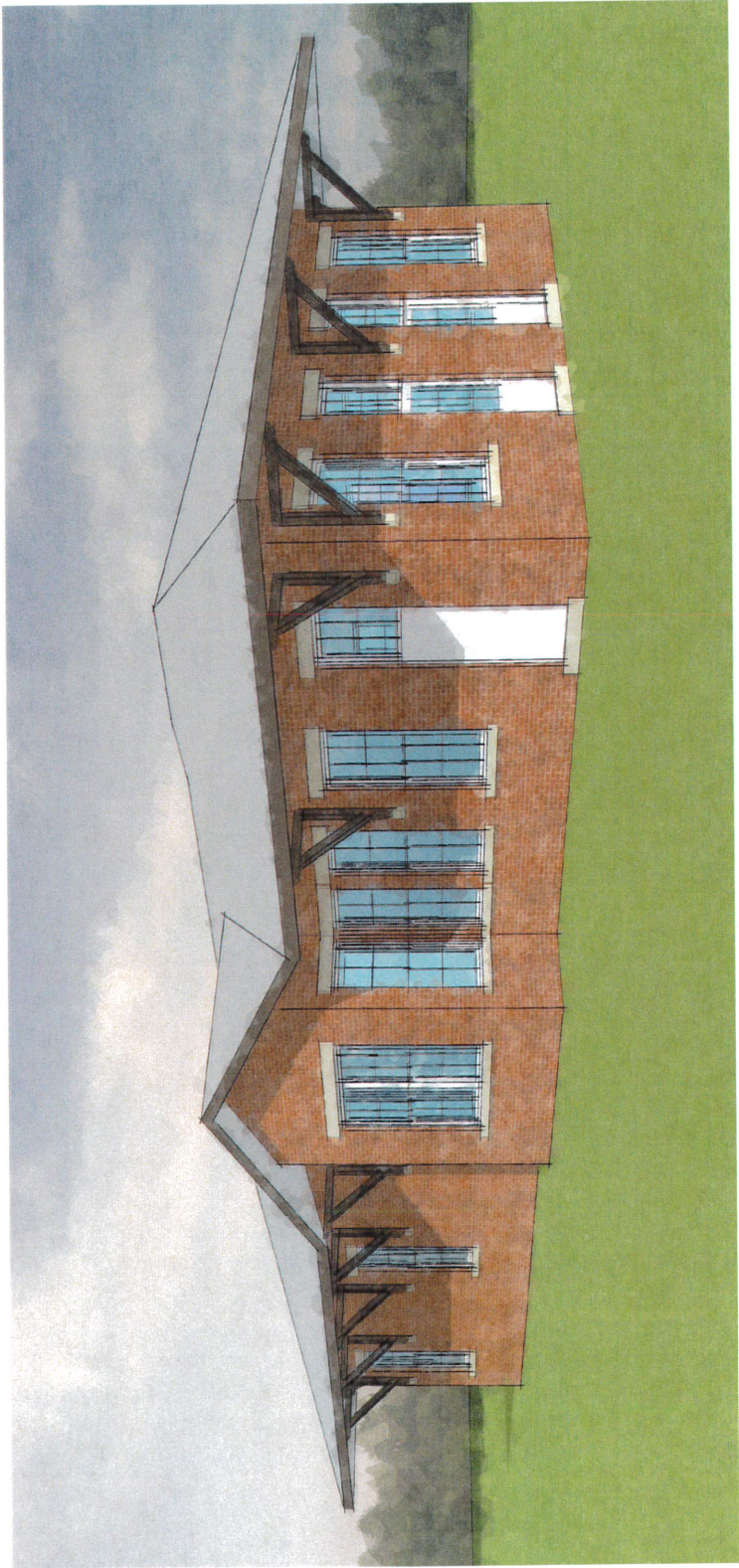
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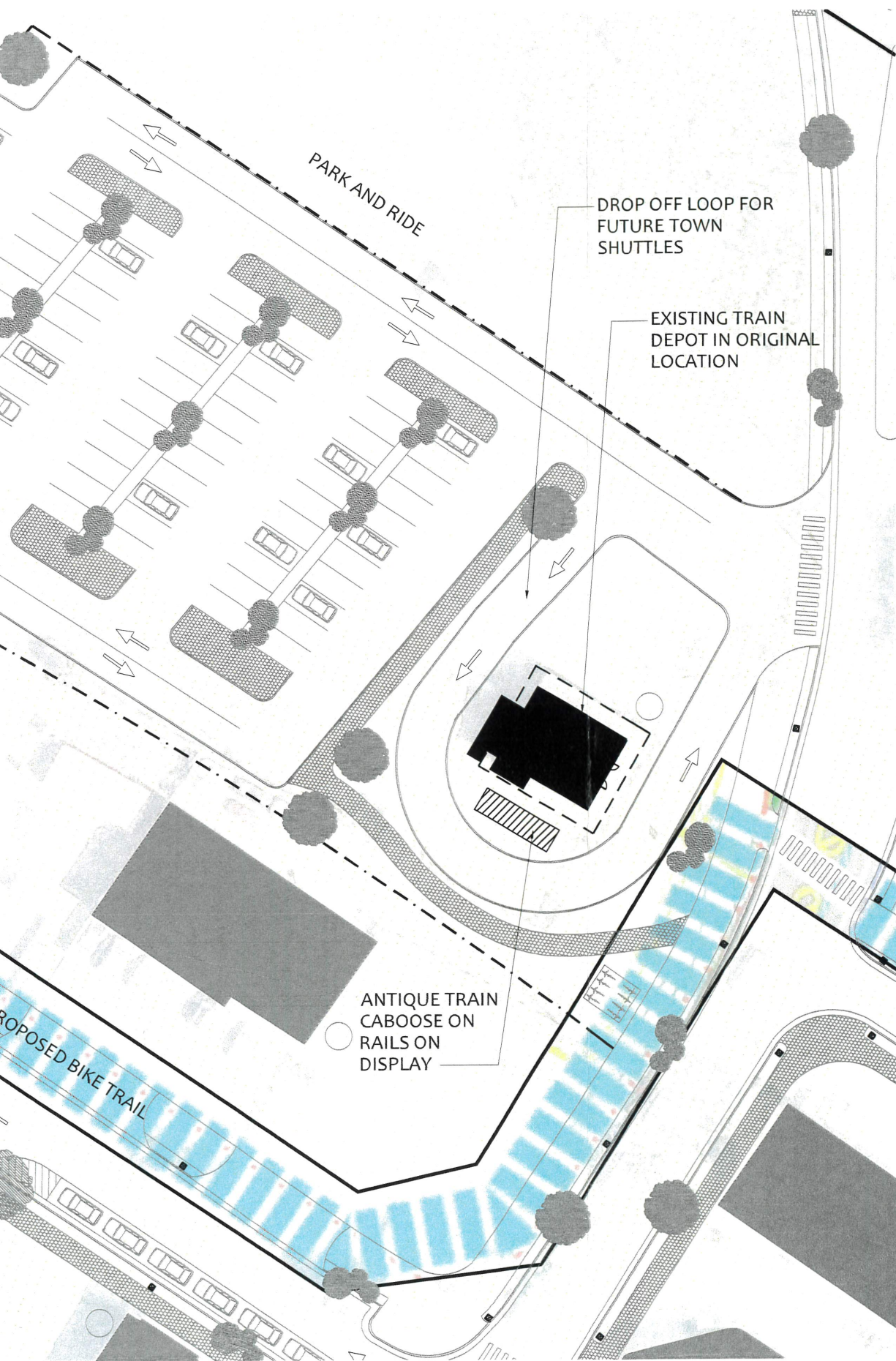


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Opt 2		
RENDERING - FARMER'S MARKET/FUNCTION HALL		



SITE PLAN

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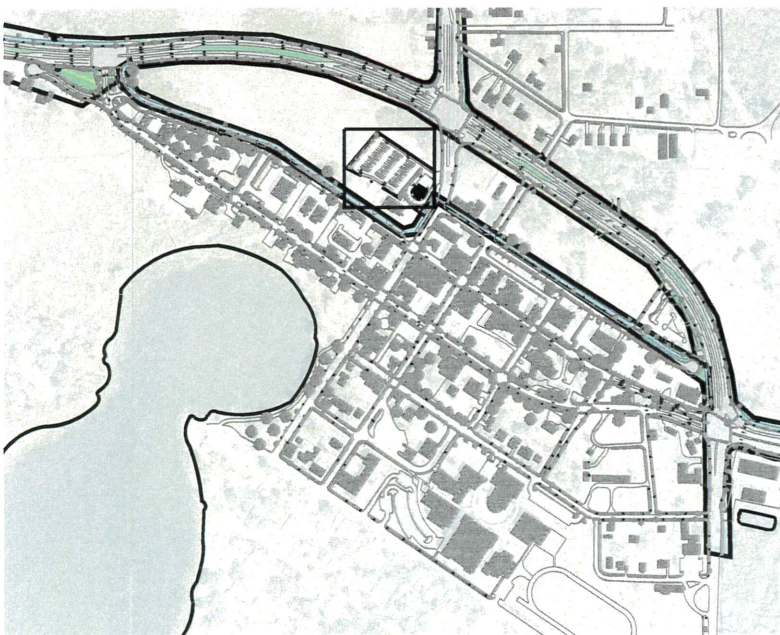
PROJECT NAME:
**GROVELAND
TRAIN DEPOT**
Corner of Howey Rd and
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Groveland, FL 34736

ELEVEN18 PROJECT LEAD:
Name
407-745-5300
bchea@eleven18architecture.com

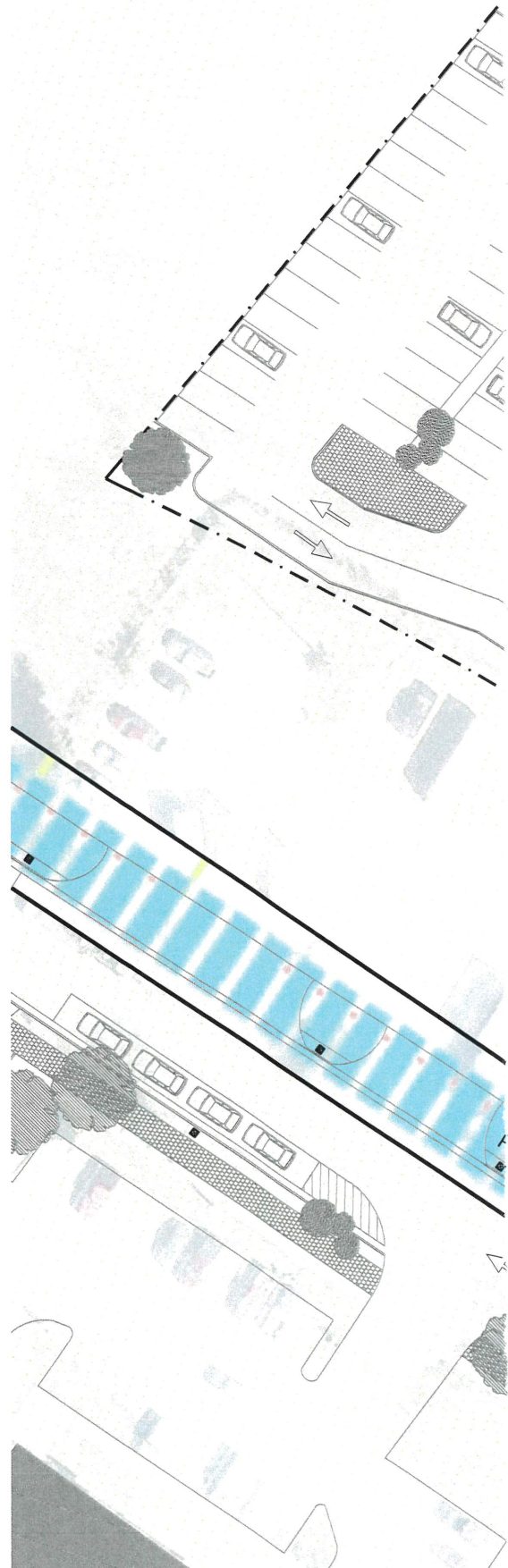
PROJECT TEAM:
Brooke Chea, Christie Garcia

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Opt 3
SITE PLAN -
HISTORY MUSIUM



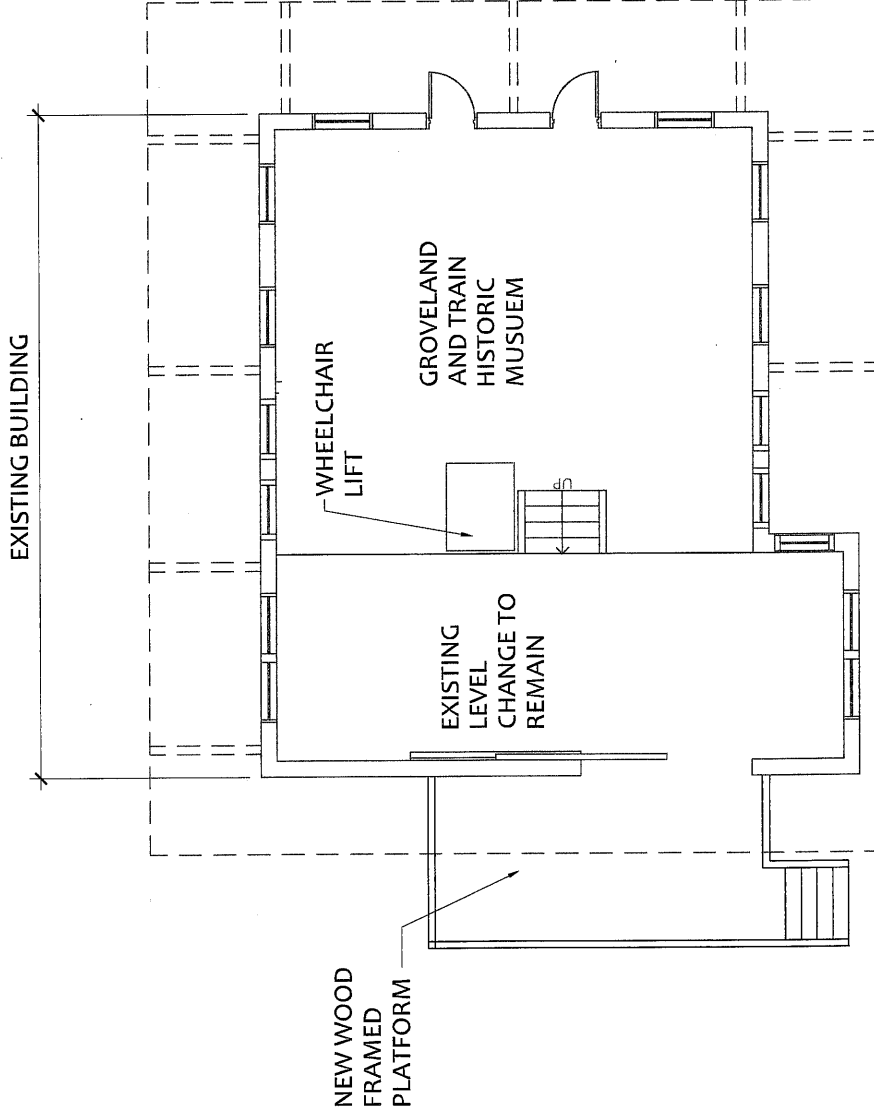
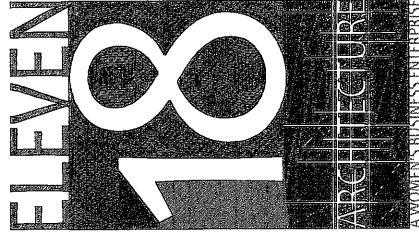
PROPOSED DOWNTOWN GROVELAND
KEY PLAN



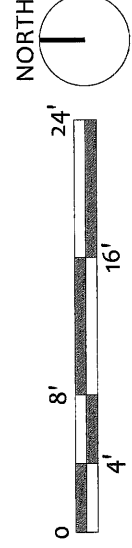
OPTION 3 - HISTORY MUSEUM -

28 OCT 2019

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OLD TRAIN ON TRACKS DISPLAYED OUTSIDE



OPT 3 - MUSEUM - FLOOR PLAN

3/32" = 1'-0"

03

REVISIONS	
#	DATE
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Opt 3	
FLOOR PLAN - HISTORY MUSEUM	

PROJECT NAME:
GROVELAND TRAIN DEPOT
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<div>Opt 3</div> <div> RENDERING - HISTORY MUSEUM </div>		



28 OCT 2019

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RENDERING -
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