

PLANNING AND DEVELOPMENT SERVICES STAFF REPORT

For Planning Commission Meeting of January 21, 2015

**SUBJECT: Flagstar Bank Drive-Thru Special Exception Use and Site Plan for City Council Approval
(3600 Plymouth Road)
File Nos. SEU14-014 & SP14- 046**

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission, after hearing all interested persons and reviewing all relevant information, finds the petition to substantially meet the standards in Chapter 55 (Zoning Ordinance), Sections 5:10.12(3)(c) and 5:104 (Special Exceptions), and, therefore, approves the Flagstar Bank Special Exception Use for a three-lane drive-thru financial facility.

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the Flagstar Bank Site Plan, subject to Zoning Board of Appeals approval of a variance for the drive-thru location, and subject to completion of the following prior to issuance of any permits for construction of the new building: 1) approval of an administrative amendment to the parent site plan, 2) recording of an ingress/egress easement along the existing drive from Plymouth Road, 3) and recording of cross parking easements.

STAFF RECOMMENDATION

Staff recommends that the special exception use and site plan petitions be **postponed** to allow the petitioner additional time to address traffic comments.

STAFF REPORT

This petition was postponed on November 5, 2014, to allow the petitioner additional time to address traffic comments and City Planning Commission concerns. The petitioner submitted a revised site plan responding to the concerns raised at the meeting. The City Traffic Engineer has requested further revisions to the proposed drive entrance to reduce turning conflicts when exiting this site and to facilitate west bound travel onto Plymouth Road.

If the revised bank entrance drive is reviewed and approved by the City Traffic Engineer before the January 21, 2015 City Planning Commission Meeting, the motion to postpone will be changed to approval.

Revised Site Layout – The two internal parking lot connections between this site and the hotel site to the south have been removed, reducing impervious surface by approximately 4,040 sq ft for a new total of 18,569 sq ft. Two additional pedestrian connections are proposed, with one connecting to the hotel site and the other to the existing service drive sidewalk. Both pedestrian links lead to the western bank entrance.

Traffic Circulation – The proposed reconfiguration of the site's parking lot layout resulted in relocation of the entrance drive. The City Traffic Engineer requested the entrance drive be shifted further south to reduce turning conflicts as recommended in the Traffic Study Conclusion. It is anticipated this drive relocation will be submitted and reviewed by the City Traffic Engineer before the upcoming City Planning Commission Meeting.

Traffic Impact – The conclusions of this Traffic Impact Assessment are as follows:

1. Currently, all study intersection approaches operate acceptably at a LOS D or better during both peak periods.
2. Vehicle queues from the Plymouth Road & Green Road intersection currently periodically block the shared access driveway to Green Road; however, the blockage is infrequent with minimal conflict between this queue and site traffic.
3. At the Plymouth Green Plaza / Holiday Inn Drive internal intersection the following are recommended to improve traffic operations and safety at the intersection:
 - a. Convert the intersection to an AWSC (All Way Stop Control) intersection with stop signs and "all way" plaques installed on all approaches.
 - b. Install a "keep right" sign in the median divided north leg to instruct vehicles approaching from the remaining three legs of the intersection.
 - c. Bump out the curb between the southeast Holiday Inn Drive approach and the egress side of the median divided Plymouth Road driveway to make the Holiday Inn Drive more defined.
4. Future traffic operations with the proposed Flagstar Bank will be similar to existing conditions and minor changes to vehicle delay and LOS will not be discernable.
5. The proposed site driveway should be located south of the two-way cross road in the median of the Plymouth Road driveway to reduce the frequency of blockage and improve site access.

The petitioner has agreed to install the recommended improvements and will be shown on the revised site plan.

Stormwater Facilities - Final calculations for the proposed underground stormwater detention basin have been provided to ensure adequate capacity exists. Capacity and design of the facility have been reviewed and approved.

Prepared by Christopher Cheng
Reviewed by Wendy Rampson
1/15/14

Attachments: 11/5/2014 Staff Report
Revised Site Plan

c: Project Management
Systems Planning
File Nos. SEU14-014 & SP14-046

PLANNING AND DEVELOPMENT SERVICES STAFF REPORT

For Planning Commission Meeting of November 5, 2014

**SUBJECT: Flagstar Bank Drive-Thru Special Exception Use and Site Plan for City Council Approval
3600 Plymouth Road
File Nos. SEU14-014 & SP14-046**

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission, after hearing all interested persons and reviewing all relevant information, finds the petition to substantially meet the standards in Chapter 55 (Zoning Ordinance), Sections 5:10.12(3)(c) and 5:104 (Special Exceptions), subject to approval of the corresponding site plan, and, therefore, approves the Flagstar Bank Special Exception Use for a three-lane drive-thru financial facility.

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the Flagstar Bank Site Plan, subject to Zoning Board of Appeals approval of a variance for the drive-thru location, and subject to completion of the following prior to issuance of any permits for construction of the new building: 1) approval of an administrative amendment to the parent site plan, 2) recording of an ingress/egress easement along the existing drive from Plymouth Road, 3) and recording of cross parking easements.

STAFF RECOMMENDATION

Staff recommends that the special exception use and site plan petitions be **postponed** to allow the petitioner additional time to address traffic comments.

LOCATION

The site is located on the south side of Plymouth Road, west of US-23 Highway (Northeast Area, Millers Creek Watershed).

DESCRIPTION OF PETITION

The petitioner proposes constructing a 2,840-square foot, one-story bank building facing Plymouth Road on a proposed 1.04 acre site, to be divided off the existing Holiday Inn hotel parcel. The building is to be constructed in one phase, at a total construction cost of approximately \$900,000.

The site will be accessed from an existing shared driveway off Plymouth Road. The new bank building includes a three-lane drive-thru facility, which requires special exception use approval in the C3 zoning district. The drive-thru window will be located on the east side of the building, with stacking of vehicles occurring along the south and east sides of the building. A variance from the Zoning Board of Appeals is necessary, as the drive-thru facility is proposed between a street (US-23 ramp) and the principal building.

A raised pedestrian link is proposed connecting the existing public sidewalk along Plymouth Road to the western building entrance. Sidewalk currently exists along the shared entrance drive.

The bank use requires 13-16 automobile parking spaces, and this requirement is met with 16 parking spaces located on the interior of this site, along with four uncovered bicycle spaces near the bank entrance. The petitioner proposes removing 52 existing hotel parking spaces to construct the bank parking lot, which will contain drive connections to the hotel parking lot to the south of the site. Cross-parking easements will be provided.

Storm water detention is required and will be provided underground on the southeastern corner of the parking lot. This system is designed to allow for infiltration into the soil. One 24-inch Pin Oak landmark tree is proposed to be removed, with replacement mitigation trees to be planted throughout the site. Right-of-way screening trees and shrubs are proposed along the front of this site to screen the drive-thru lane from Plymouth Road.

City Council approved rezoning of this site from R5 (Hotel-Motel District) to C3 (Fringe Commercial) and the Shoppes at 3600 Plymouth Site Plan for a 10,000 sf commercial center with a drive-thru lane in 2013. The site plan and associated land division were never finalized because the conditions of the site plan approval were never completed. The site plan petition was withdrawn in August 2014 and has been replaced by the current site plan proposal. A land division request continues to be under review.

The petitioner sent notification of this proposal on August 25, 2014 to neighbors within 500 feet of this site. Neither staff nor the petitioner has received concerns regarding the proposed development at the time this report was written.

Approval of this site plan is contingent upon obtaining a variance from the Zoning Board of Appeals for the drive-thru facility; the successful completion of an administrative amendment to the parent parcel; recording of an ingress/egress easement along the existing drive from Plymouth Road; and recording of cross parking easements. These conditions are contained in the motion.

SURROUNDING LAND USES AND ZONING

	LAND USE	ZONING
NORTH	Retail, Restaurant, Hotel	PUD (Planned Unit Development)
EAST	Highway and Park and Ride Lot	R5 (Motel-Hotel District)
SOUTH	Hotel	R5
WEST	Auto Services	C3 (Fringe Commercial)

COMPARISON CHART

	PROPOSED - HOTEL	REQUIRED/ PERMITTED	PROPOSED - BANK	REQUIRED/ PERMITTED
Zoning	R5 (Hotel-Motel District)	R5 (Hotel-Motel District)	C3 (Fringe Commercial District)	C3 (Fringe Commercial District)
Gross Lot Area	415,450 sq ft	20,000 sq ft MIN	45,433 sq ft	6,000 sq ft MIN
Maximum Usable Floor Area in Percentage of Lot Area	Not Applicable	Not Applicable	2,840 sq ft (6.2%)	100,797 sq ft MAX (200% MAX)
Minimum Lot Area Per Room	1,864 sq ft (223 rooms)	900 sq ft MIN	Not Applicable	Not Applicable
Setback – Front	461 ft – Plymouth Rd 210 ft – US 23	15 ft MIN 50 ft MAX*	25 feet – Plymouth _____ feet – US 23	10 ft MIN 25 ft MAX*
Setback – Side(s)	42 ft	25 ft MIN	37 feet	0 ft MIN
Setback – Rear	57 ft	15 ft MIN	150 ft	0 ft MIN
Height	55 ft** (5 stories)	50 ft MAX	20 ft	55 ft MAX
Parking – Automobile	475 spaces (56 shared with Hawthorne Suites)	475 spaces MIN (56 shared with Hawthorne Suites)	16 spaces	13 spaces MIN 16 spaces MAX
Parking – Bicycle	8 spaces – Class A 5 spaces – Class B 14 spaces- Class C	11 spaces – Class A MIN 6 spaces – Class B MIN 22 spaces – Class C MIN	Class C – 4 spaces	Class C – 2 spaces MIN

*For new freestanding buildings constructed or site planned after 2010, otherwise none

**Planned project modification granted from the R5 district maximum height of 40 ft

SPECIAL EXCEPTION USE STANDARDS

General Standards - The Planning Commission, in arriving at its decision relative to any application for a special exception, shall apply the following standards (petitioner's response in regular type, staff's comments in *italic type*):

(a) The proposed use or uses shall be of such location, size and character as to be compatible with the appropriate and orderly development of the zoning district and adjacent zoning districts in which the site is situated. In applying this standard, the Planning Commission shall consider whether the proposed use:

1. Will be consistent with the general objectives of the City Master Plan;

The proposal has a drive-up area typical of most banks. The separation of drive through traffic is separated for added safety.

Financial institutions are permitted principal uses in the C3 (Fringe Commercial) Zoning District. The Land Use Element recommends commercial uses for this site. The C3 zoning allows bank drive-ins as a special exception use.

2. Will be designed, constructed, operated, and maintained in a manner that is compatible with the existing and planned character of the general vicinity;

The proposed use is in an intense commercial area. The bank with drive-thru facilities is consistent with commercial uses and is less intensive.

3. Will be consistent with the general character of the neighborhood considering population density, design, scale and bulk; and the intensity and character of activity;

The proposed building is designed in character with surrounding uses and is a less intense use than heavy commercial uses.

4. Will not be detrimental to the use, peaceful enjoyment, economic value or development of neighboring property, or the neighborhood area in general;

The use will not be detrimental to the area and the less intense use compared to commercial uses will enhance the surrounding uses.

Neighbors were notified by the petitioner of the proposed project and no objections have been received at the time this report was written.

5. Will not have a detrimental effect on the natural environment.

The development is maintaining large amounts of open space and will not cause a detrimental effect on the natural environment.

(b) The location and size of the proposed use or uses, the nature and intensity of the principal use and all accessory uses, the site layout and its relation to streets giving access to it, shall be such that traffic to and from the use or uses, the assembly of persons in connection therewith, and the effect of the proposed use on public services and facilities, will not be hazardous or inconvenient to the neighborhood nor unduly conflict with the normal traffic of the neighborhood. In applying this standard the Planning Commission shall consider, at minimum:

1. The location of and access to off-street parking and the safe provisions for pedestrian traffic;

Access to parking is separated from the drive-thru traffic providing a safe environment.

2. The relationship of the proposed use to main traffic thoroughfares and to streets and road intersections;

The site has access to Plymouth Road via an existing common drive that services the hotel and commercial uses.

Project Management has additional information regarding access to and from the site via the shared driveway (see Unit Comments, below).

3. Vehicular turning movements in relationship to traffic flow routes;

The turning movements are consistent with traffic flow routes. Refer to traffic impact statement.

Project Management has additional information regarding access to and from the site via the shared driveway (see Unit Comments, below).

4. The intensity and character of traffic and parking conditions on the site, and in the general area;

The intensity and character of traffic on site and in the area is organized and safe.

The Traffic Impact Statement states that future traffic operations with the proposed Flagstar Bank will be similar to existing conditions and minor changes to vehicle delay and LOS will not be discernable.

5. The requirements for additional public services and facilities which will be created by the proposed use will not be detrimental to the social and economic welfare of the community.

The small building will have little impact on public services and facilities.

This site will not require sanitary sewer mitigation.

(c) The standards of density and required open spaces for the proposed use shall be at least equal to those required by Chapter 55 in the zoning district in which the proposed use is to be located, unless a variance is granted.

NA

HISTORY

This site was annexed and zoned R5 in 1966, and a site plan for a hotel building, which was never built, was approved in 1967. The site plan was superseded by a revised site plan and planned project approved in 1971. The planned project, which was approved by the Zoning Board of Appeals, allowed the height of the hotel to exceed the maximum of 40 feet. The existing Holiday Inn North building was constructed in 1972. A three-story guest room addition and several smaller additions were approved and constructed between 1974 and 1975.

A revised planned project site plan for a new hotel wing and a ballroom/meeting room addition was approved in December 1988. A site plan for minor modifications for a new hotel wing and a ballroom/meeting room/restaurant addition was approved in February 1990. The 1988 and 1990 plans were never implemented and have expired. A revised site plan was approved in December 1996 for the addition of a 82-room extended stay hotel on the site southeast of the existing hotel, which was never implemented and has expired.

A revised planned project site plan was approved in 1997 for a redesign of the southern parking lot to allow shared parking with the extended stay hotel south of this site. A land division was approved in 2005 splitting 1.75 acres off the southwest portion of this site to construct an 83-unit Microtel hotel.

The Shoppes at 3600 Plymouth land division, rezoning and site plan were submitted for the construction of a 10,000-square foot retail center with a drive-thru on this site in 2013. The rezoning was approved, and the site plan, which was conditioned upon several requirements, was later withdrawn by the petitioner. The land division remains under review as part of the Flagstar Bank site plan petition.

PLANNING BACKGROUND

The Master Plan: Land Use Element supports commercial uses for this site. The Plan recommends that retail centers be designed with pedestrian access as a primary goal. It also helps encourage mass transit and reduce the demand for parking. Surface parking should be placed at the rear of the building and should not be a dominant element along public streets.

The Non-Motorized Plan recommends bicycle lanes and sidewalks on both sides of Plymouth Road.

The Transportation Plan Short-term Recommendations identifies Plymouth Road as a signature transportation corridor. Plymouth Road currently is contemplated as part of the Ann Arbor Connector Study, which establishes high capacity service from the Plymouth corridor through downtown and the southern part of the City.

UNIT COMMENTS

Traffic – An overall level of service needs to be reported for all intersections impacted by this proposal. The current internal intersection layout of this site is impacted by the bank proposal and requires redesign. Additional queuing analysis is required for the northbound right turning movement from vehicles exiting this site onto Green Road.

Systems Planning – Footing drain disconnections are not required to mitigate sanitary flow as part of this development.

An ingress/egress easement must be provided along the existing drive from the Plymouth Road right of way to the proposed parking lot before issuance of any permits. All proposed off-site utility easements must be conveyed to the city prior to the issuance of the first permit, including the private storm water easement.

Stormwater – Comments pending.

Planning – The Master Plan: Land Use Element recommends commercial uses along this stretch of Plymouth Road. The bank use provides financial services closer to Plymouth Road and provides a transition of fringe commercial zoning and office use to local business zoning moving westward.

A proposed raised 5-foot wide sidewalk linking the Plymouth Road sidewalk to the bank is provided. The petitioner is proposing bollards at each corner to alert drivers of this pedestrian crossing along with reducing the drive-thru width to comply with the adopted changes to Chapter 59 (Off-Street Parking).

Staff supports the requested variance from the ZBA to locate the drive-thru facility between a street (US-23 exit ramp) and the principal building. The distance between the facility and the US-23 exit ramp is approximately 100 feet and screened with existing and proposed landscaping.

The requested land division will be finalized when the administrative amendment for the Holiday Inn site is submitted and approved and the required access easements are provided.

Prepared by Christopher Cheng
Reviewed by Wendy Rampson
10/31/14

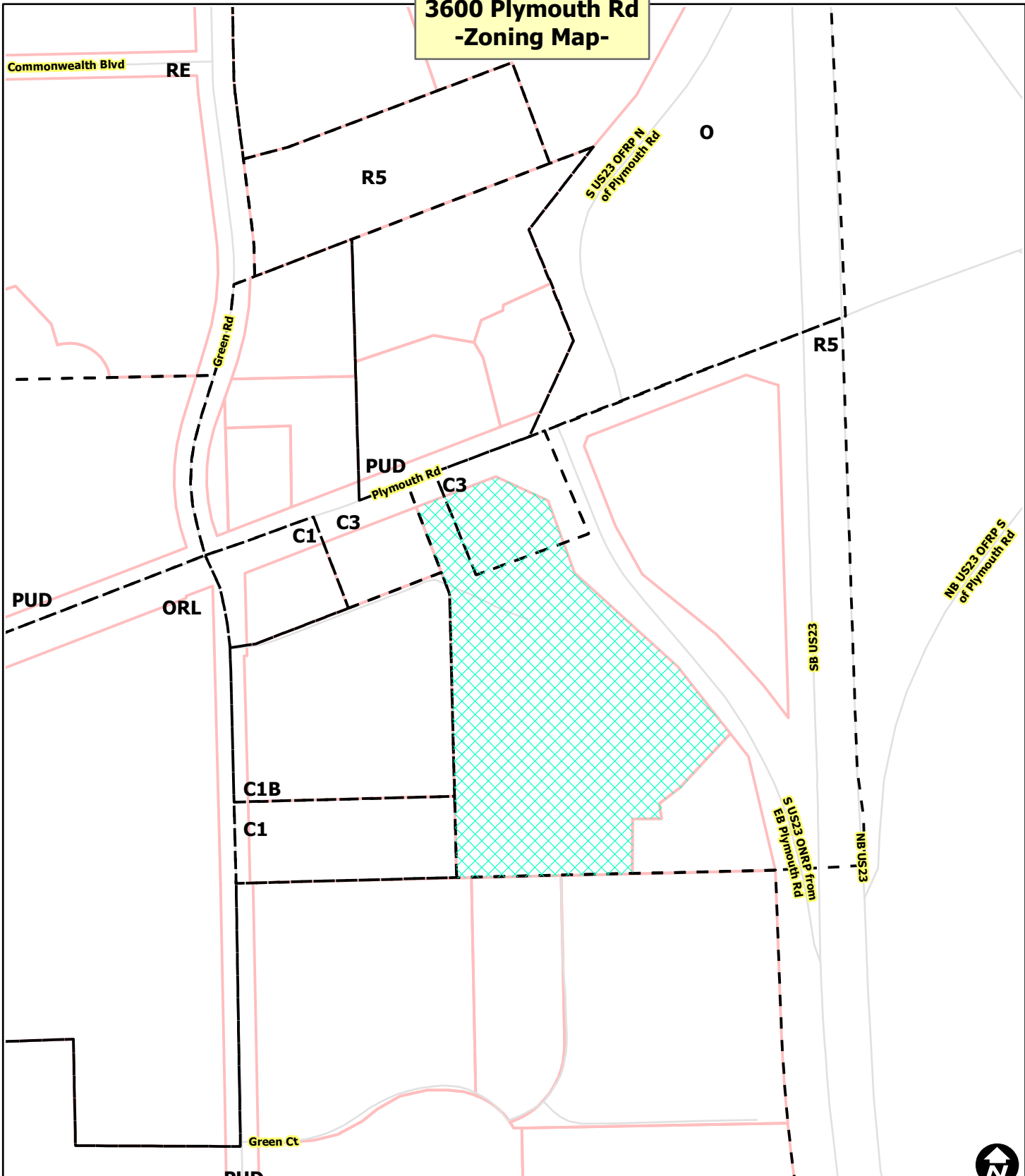
Attachments: Zoning/Parcel Maps
Aerial Photo
Site Plan
Landscape Plan
Elevations

c: Petitioner: Mike Boggio
30100 Telegraph Rd. Suite 216
Bingham Farms, MI 48025

Owner: Daniel Soberman
39395 W. 12 Mile Road
Farmington Hills, MI 48331

Project Management
Systems Planning
File Nos. SEU14-014 & SP14-046

3600 Plymouth Rd -Zoning Map-



Zoning

- Township Islands
- Zoning Districts
- Railroads
- Parcels
- Huron River



City of Ann Arbor Map Disclaimer: Map Date 11/14/2014

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3600 Plymouth Rd -Aerial Map-




-  Railroads
-  Parcels
-  Huron River



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3600 Plymouth Rd -Aerial Map-



-  Railroads
-  Parcels
-  Huron River



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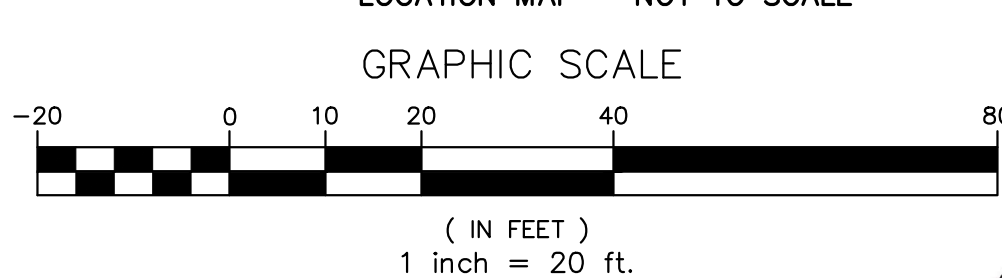
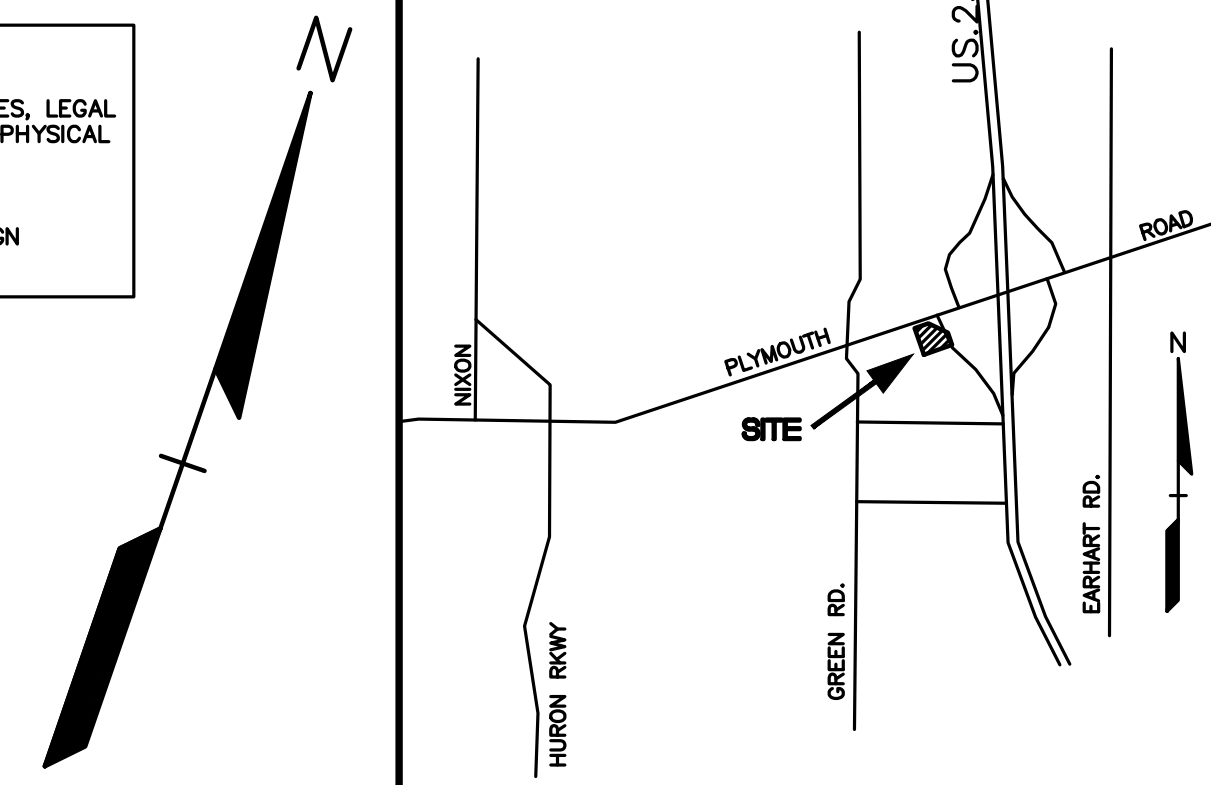
PUBLIC SIDEWALK NOTE:
 PER CHAPTER 49, SECTION 4-58 OF THE CITY CODE, "ALL SIDEWALKS ARE TO BE KEPT AND MAINTAINED IN GOOD REPAIR BY THE OWNER OF THE LAND ADJACENT TO AND ABUTTING THE SAME" PRIOR TO THE ISSUANCE OF THE FINAL CERTIFICATE OF OCCUPANCY FOR THIS SITE, ALL EXISTING SIDEWALKS IN NEED OF REPAIR MUST BE REPAIRED IN ACCORDANCE WITH CITY STANDARDS.

TOPOGRAPHIC AND BOUNDARY SURVEY DISCLAIMER:
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BIO-RETENTION NOTE:
 50% OF REQUIRED INTERIOR LANDSCAPING AREAS MUST BE DEPRESSED BIORETENTION AREAS.
 TOTAL REQUIRED INTERIOR LANDSCAPING AREA = 909 SFT (SEE LANDSCAPE PLAN FOR CALCULATION)
 TOTAL REQUIRED BIORETENTION AREA = 1,061 SFT x 50% = 455 SFT
 TOTAL BIORETENTION PROVIDED = 2,565 SFT
 BIO-SWALE 'A' = 658 SFT
 SOUTH OF PROPOSED BUILDING
 BIO-SWALE 'B' = 1,907 SFT
 SOUTH OF PROPOSED BUILDING
 ADDITIONAL BIO-SWALE CALCULATIONS ON SHEET C-6.3

SIDEWALK RAMP LEGEND:
 SIDEWALK RAMP 'TYPE R'
 CURB DROP ONLY
 REFER TO SHEET C-9.1 FOR M.D.O.T. R-28-H STANDARD RAMP AND DETECTABLE WARNING DETAILS

SIGN LEGEND:
 'NO PARKING FIRE LANE' SIGN
 'BARRIER FREE PARKING' SIGN
 'VAN ACCESSIBLE' SIGN
 'STOP' SIGN
 'DO NOT ENTER' SIGN
 'TURN RIGHT ONLY' SIGN
 REFER TO SHEET C-8.1 FOR SIGN DETAILS



REVISIONS	
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CAUTION!
 THE LOCATION AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE BASED ON RECORD DRAWINGS OR FIELD SURVEY DATA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTENCE, LOCATION AND DEPTH OF ALL UTILITIES PRIOR TO THE START OF CONSTRUCTION.

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MICHAEL A. BOGGIO ASSOCIATES
 30100 TELEGRAPH ROAD, SUITE 216
 BINGHAM FARMS, MI 48025

DIMENSION & PAVING PLAN
FLAGSTAR BANK BRANCH 021
 PART OF THE SE 1/4 OF SECTION 14, T. 25, R. 6E,
 CITY OF ANN ARBOR, WASHTENAW COUNTY, MICHIGAN

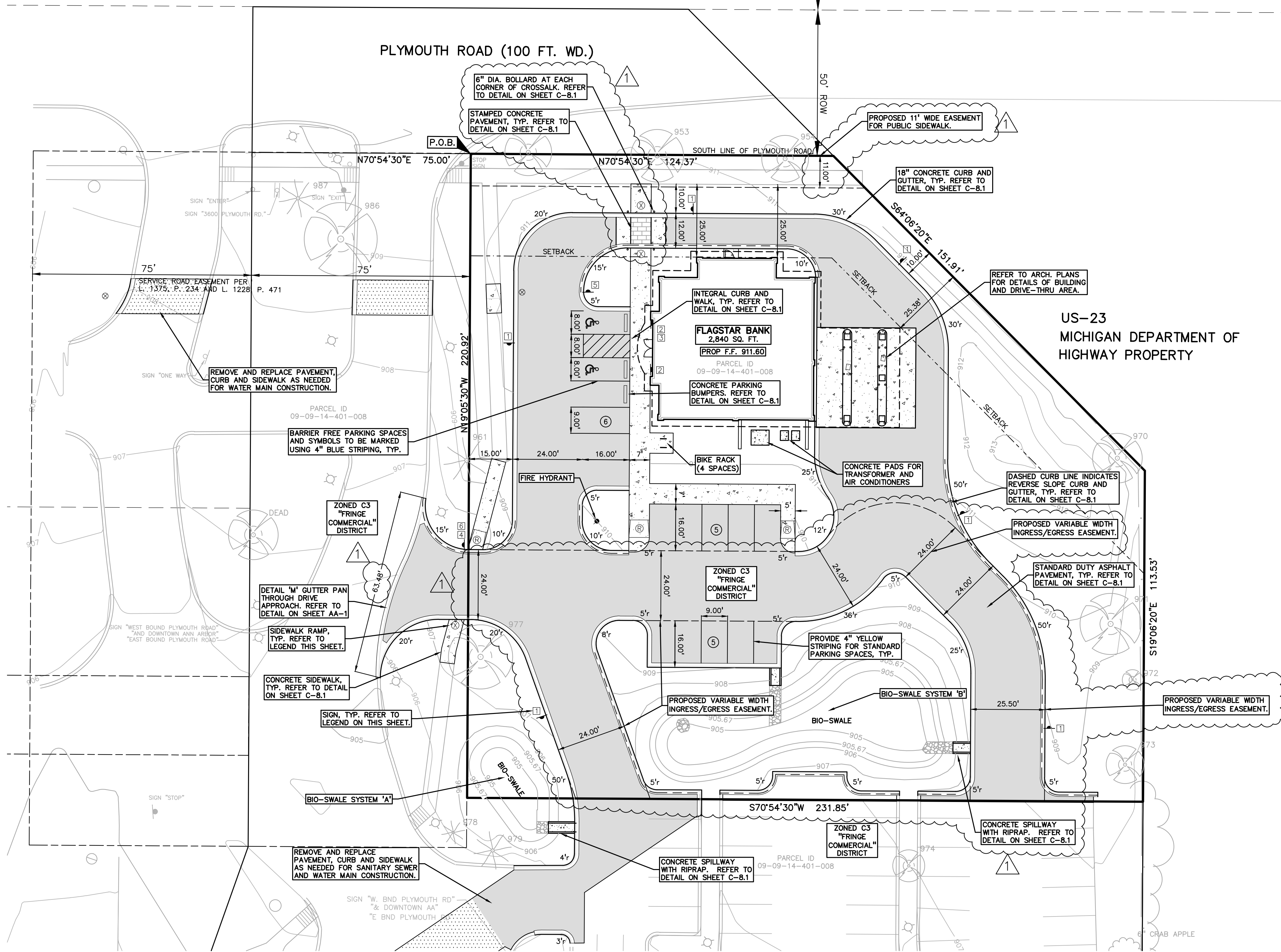
DES: KMK DN. KMK SUR. N/A P.M. JPB

ORIGINAL ISSUE DATE:
 AUGUST 21, 2014

PEA JOB NO. 2014-163

SCALE: 1" = 20'

DRAWING NUMBER:
C-2.1



LEGAL DESCRIPTION
 PARCEL ID 09-09-14-401-008
 (PER HOLIDAY INN NORTH CAMPUS PROPOSED LOT SPLIT PLAN PREPARED BY ATWELL, DATED 9/3/99)

LAND LOCATED IN THE CITY OF ANN ARBOR, WASHTENAW COUNTY, STATE OF MICHIGAN, AND DESCRIBED AS FOLLOWS:
 COMMENCING AT THE SOUTH 1/4 CORNER OF SECTION 14, T25, R6E, CITY OF ANN ARBOR, WASHTENAW COUNTY, MICHIGAN; THENCE S89°19'45"E 541.10 FEET ALONG THE SOUTH LINE OF SAID SECTION 14; THENCE N00°05'50"E 698.65 FEET, THENCE N19°05'30"W 238.10 FEET; THENCE N70°54'30"E 75.00 FEET ALONG THE SOUTH LINE OF PLYMOUTH ROAD (100 FEET WIDE) FOR A PLACE OF BEGINNING; THENCE CONTINUING N70°54'30"E 124.37 FEET ALONG THE SOUTH LINE OF SAID PLYMOUTH ROAD; THENCE THE FOLLOWING TWO (2) COURSES ALONG SOUTHWESTERLY LINE OF THE MICHIGAN STATE HIGHWAY DEPARTMENT RIGHT-OF-WAY: S64°06'20"E 151.91 FEET, S19°06'20"E 113.53 FEET; THENCE S70°54'30"W 231.85 FEET; THENCE N19°05'30"W 220.92 FEET TO THE PLACE OF BEGINNING, CONTAINING 1.043 ACRES OF LAND, MORE OR LESS, AND BEING PART OF THE SOUTHWEST 1/4 OF SECTION 14, T25, R6E, CITY OF ANN ARBOR, WASHTENAW COUNTY, MICHIGAN, BEING SUBJECT TO EASEMENTS, CONDITIONS, RESTRICTIONS AND EXCEPTIONS OF RECORD, IF ANY.

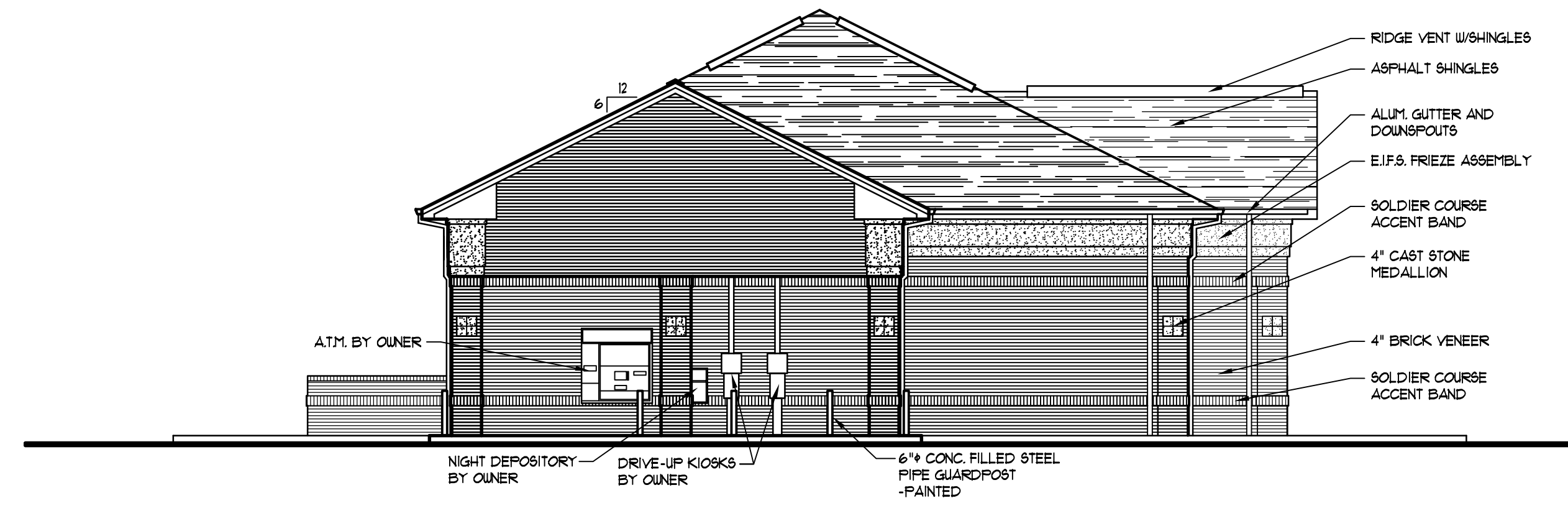
TOGETHER WITH A NON-EXCLUSIVE AGREEMENT FOR INGRESS AND EGRESS, OVER AND ACROSS THE ROADS AND DRIVES IN LIBER 1228, PAGE 471, LIBER 1162, PAGE 190 AND LIBER 1375, PAGE 234, WASHTENAW COUNTY RECORDS.

ALSO TOGETHER WITH A NON-EXCLUSIVE AGREEMENT FOR INGRESS, EGRESS, ACCESS AND PARKING FOR VEHICULAR AND PEDESTRIAN TRAFFIC, USE OF STORM WATER DRAINAGE, RETENTION AND DETENTION FACILITIES AND AREAS, PARKING LOT LIGHT FACILITIES AND DIRECTIONAL SIGNAGE AS SET FORTH IN LIBER 4531, PAGE 613, WASHTENAW COUNTY RECORDS.

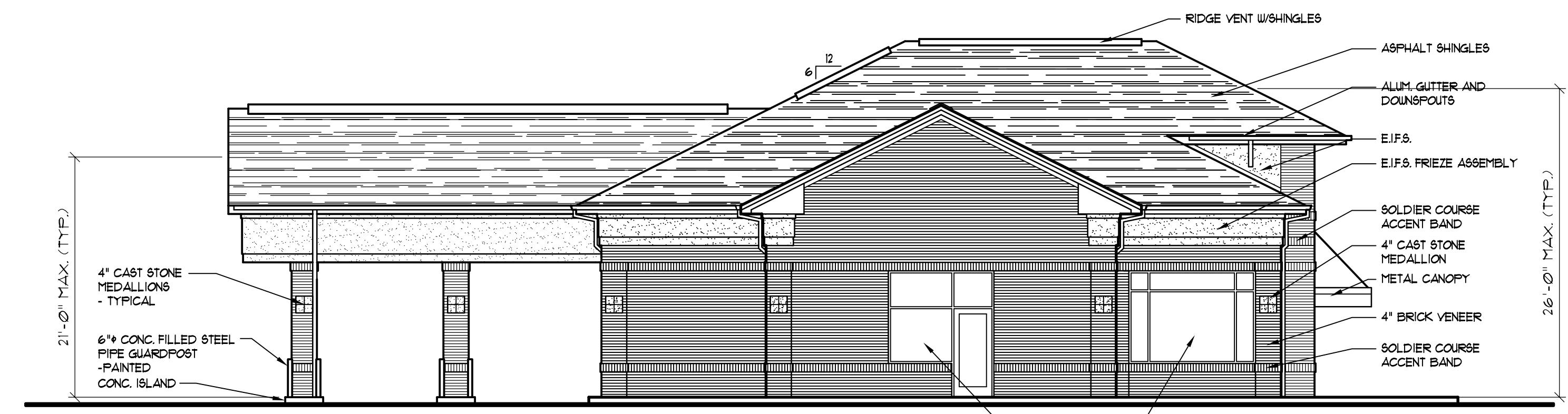
GENERAL NOTES:
 THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT.

- ALL DIMENSIONS SHOWN ARE TO BACK OF CURB, FACE OF SIDEWALK, OUTSIDE FACE OF BUILDING, PROPERTY LINE, CENTER OF MANHOLE/CATCH BASIN OR CENTERLINE OF PIPE UNLESS OTHERWISE NOTED.
- REFER TO SHEET C-8.1 FOR ON-SITE PAVING DETAILS.
- REFER TO SHEET C-9.1 FOR ON-SITE SIDEWALK RAMP DETAILS.
- 'NO PARKING-FIRE LANE' SIGNS SHALL BE POSTED ALONG ALL FIRE LANES AT 100 FOOT INTERVALS OR AS DIRECTED BY THE FIRE OFFICIAL.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF ANN ARBOR CURRENT STANDARDS AND REGULATIONS.
- THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AND/OR THE AUTHORITY HAVING JURISDICTION 3 BUSINESS DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- ANY WORK WITHIN THE STREET OR HIGHWAY RIGHT-OF-WAYS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AGENCIES HAVING JURISDICTION AND SHALL NOT BEGIN UNTIL ALL NECESSARY PERMITS HAVE BEEN ISSUED FOR THE WORK.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADJUST THE TOP OF ALL EXISTING AND PROPOSED STRUCTURES (MANHOLES, CATCH BASINS, INLETS, GATE WELLS ETC.) WITHIN GRADED AND/OR PAVED AREAS TO FINAL GRADE SHOWN ON THE PLANS. ALL SUCH ADJUSTMENTS SHALL BE INCIDENTAL TO THE JOB AND WILL NOT BE PAID FOR SEPARATELY.

EASEMENT NOTE:
 ALL NECESSARY PROPOSED EASEMENTS BOTH ON-SITE AND OFF-SITE SHALL BE PROVIDED TO THE CITY PRIOR TO CONSTRUCTION PLAN APPROVAL.



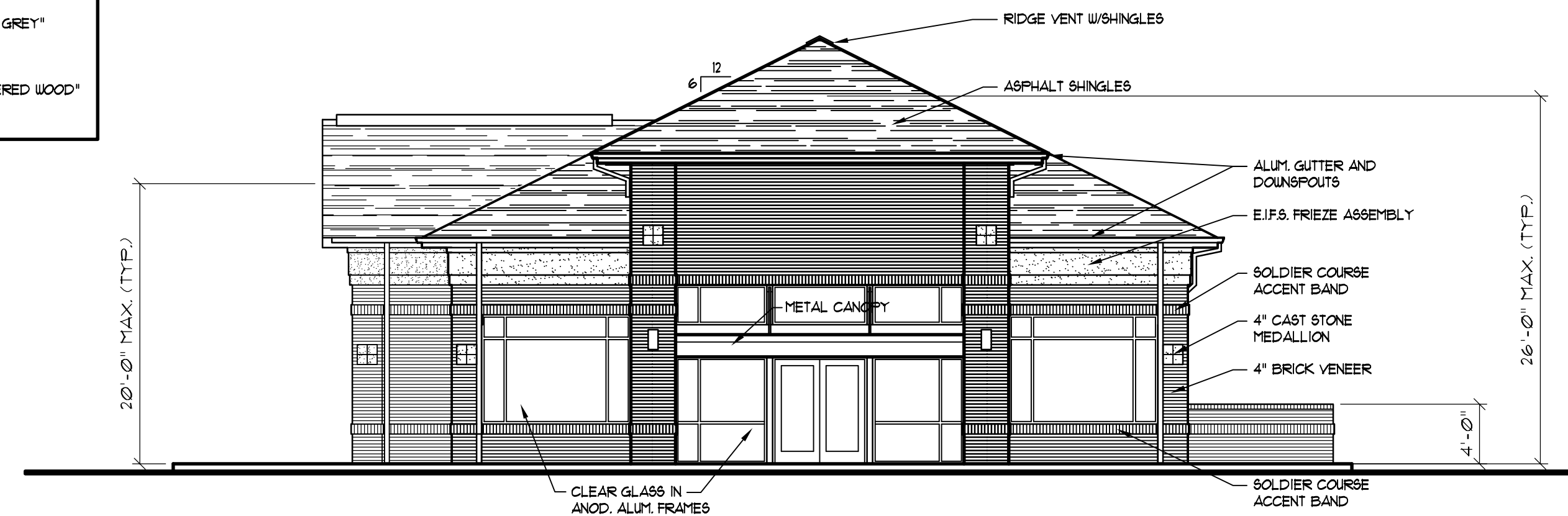
EAST ELEVATION
1/8" = 1'-0"



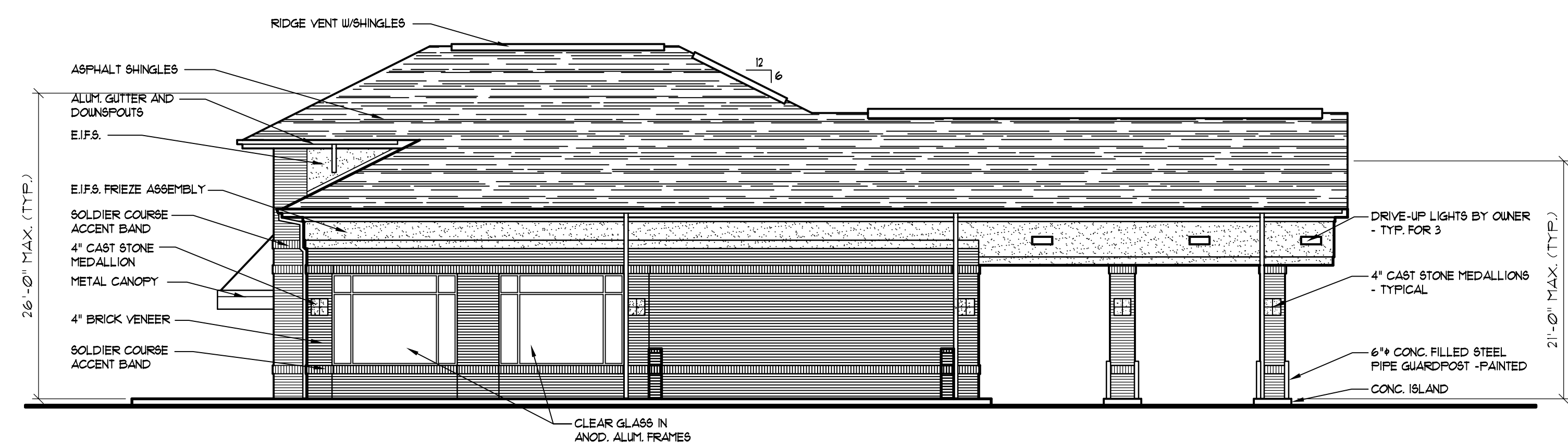
NORTH ELEVATION
1/8" = 1'-0"

EXTERIOR MATERIALS:
 BRICK - FIELD COLOR: GLEN GERY LAKESHORE SERIES - "JUNETKA"
 BRICK - ACCENT BANDS: GLEN GERY TUSCAN SERIES - "1081 DOLOMITE GREY"
 CAST STONE MEDALLION: ROYAL STONE - "STANDARD BUFF"
 EIFS: STO EX #1024
 GUTTERS & DOWNSPOUTS: TO MATCH EIFS. (SANDSTONE BEIGE #325)
 SHINGLES: CERTAINTED LANDMARK PREMIUM - "WEATHERED WOOD"
 ALUMINUM FRAMES, TRIM: CLEAR ANODIZED, CLEAR GLASS
 SIGNAGE: RED

NOTE:
 THERE WILL BE NO ROOFTOP MOUNTED H.V.A.C. EQUIPMENT. ALL EQUIPMENT IS LOCATED INDOORS.

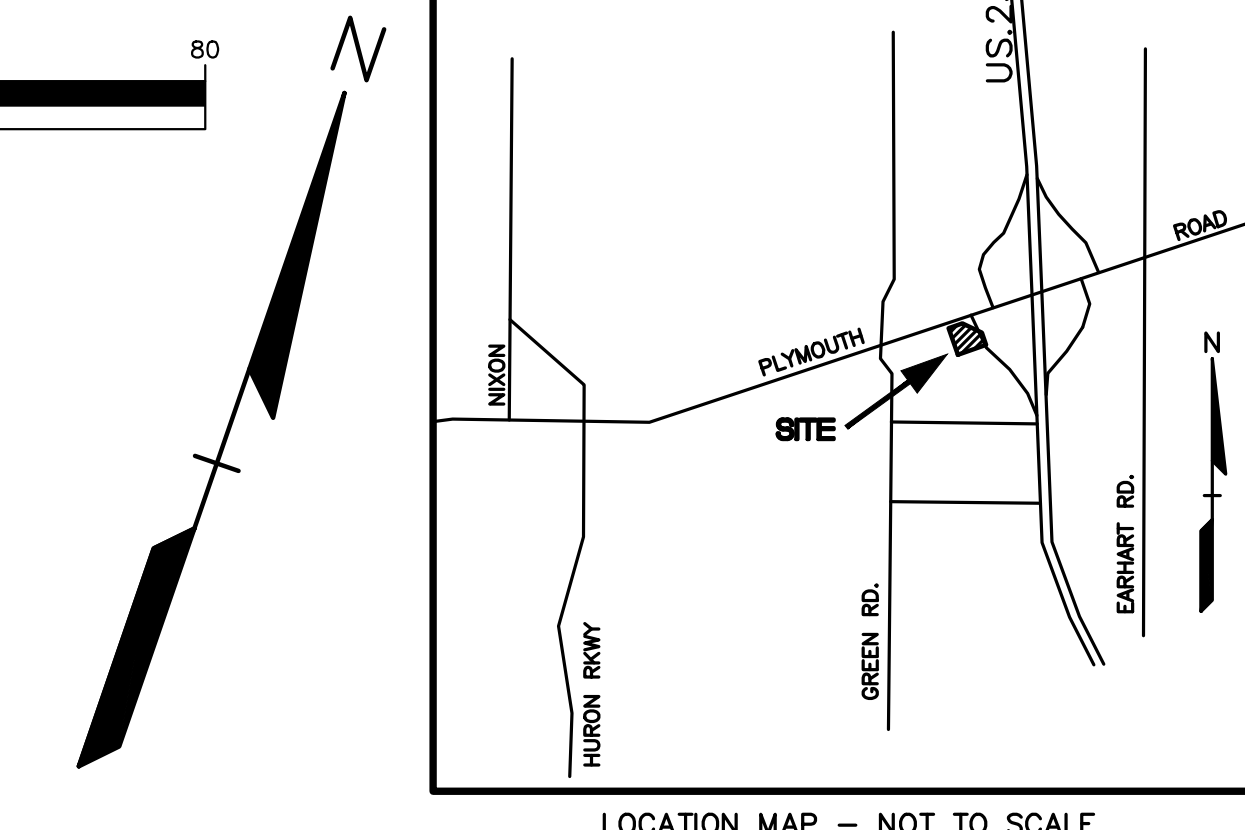
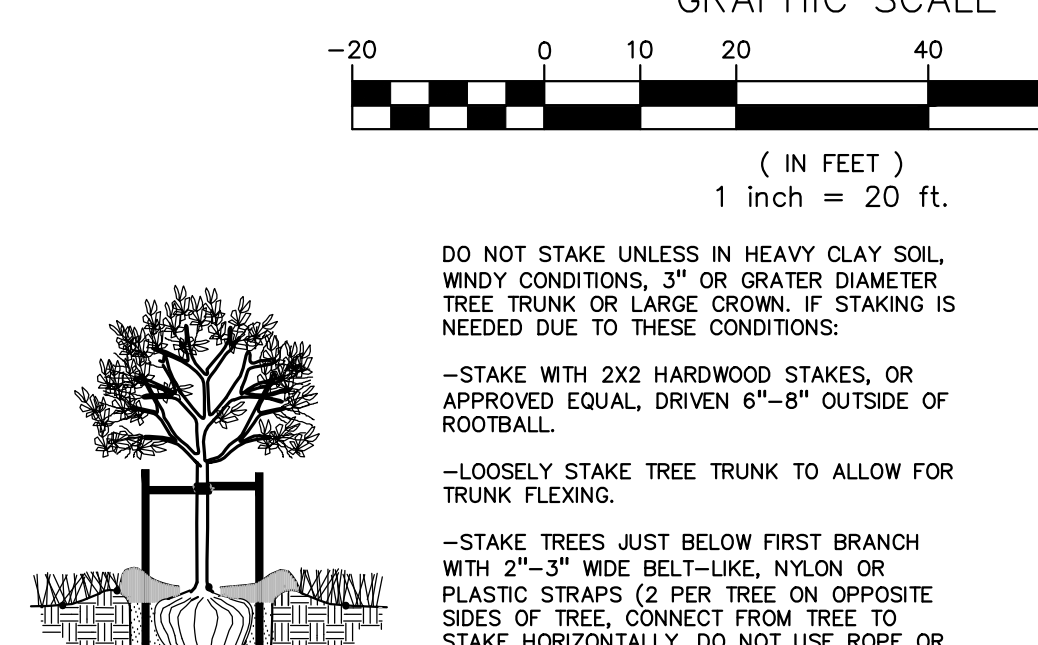
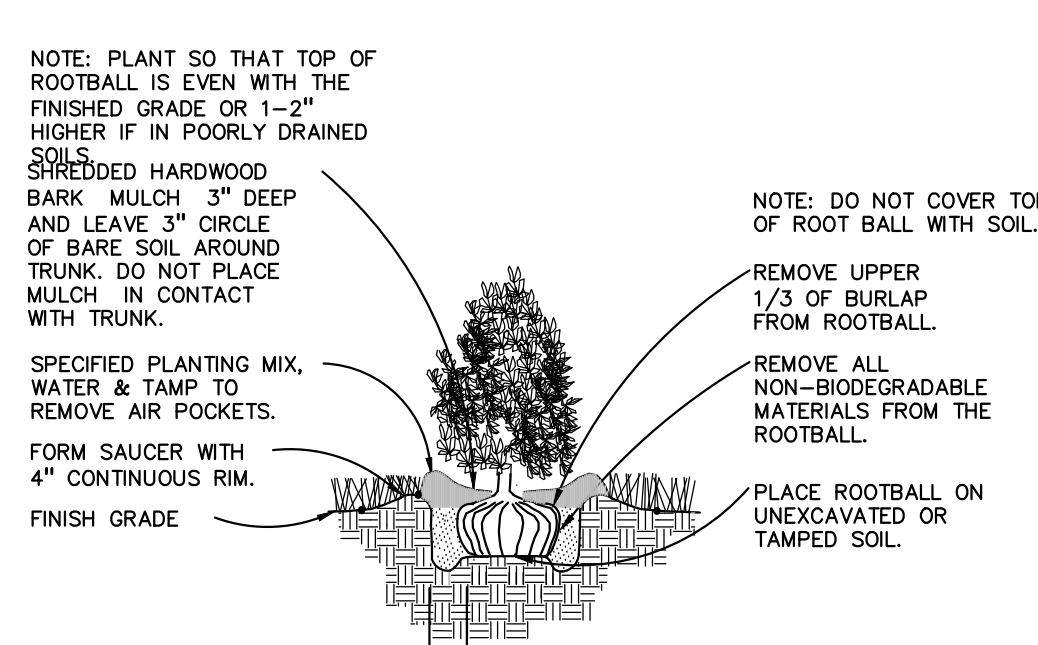
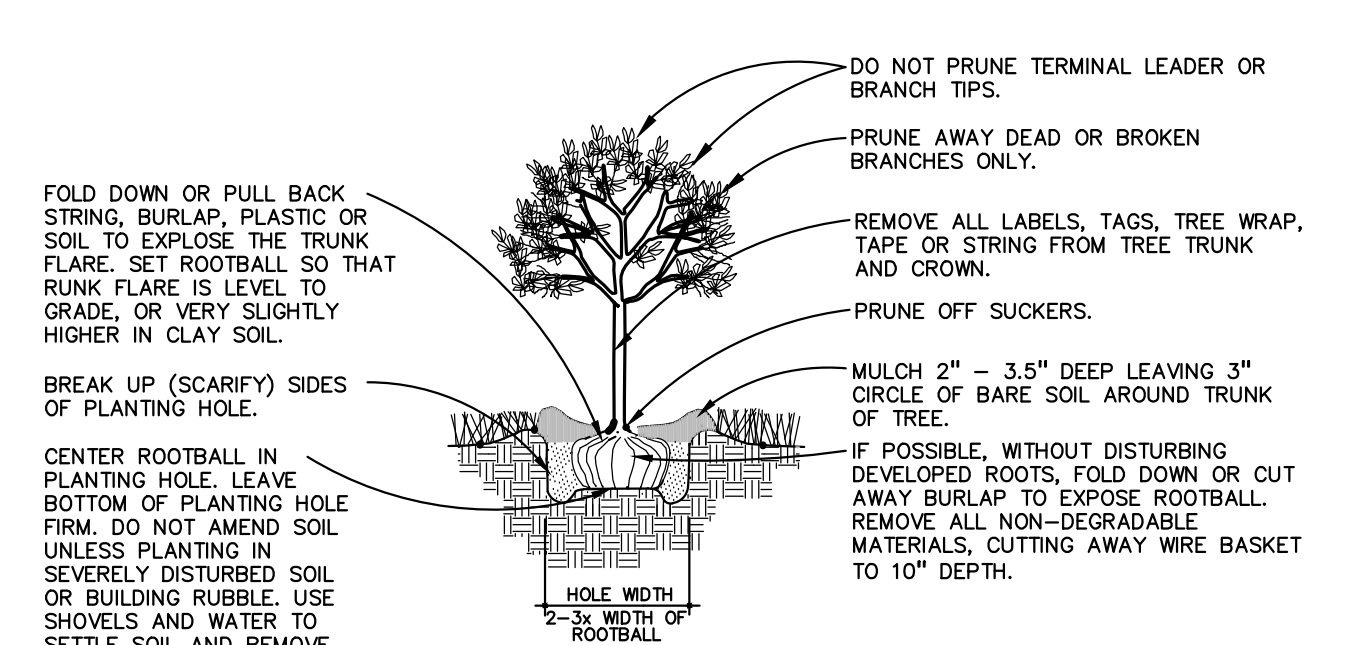
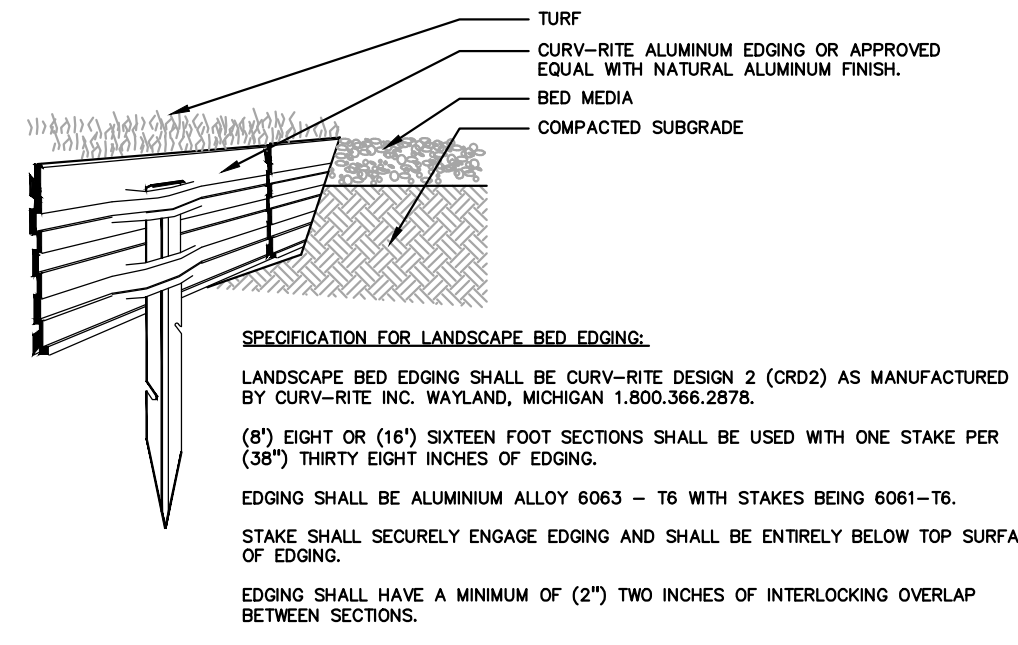


WEST ELEVATION
1/8" = 1'-0"

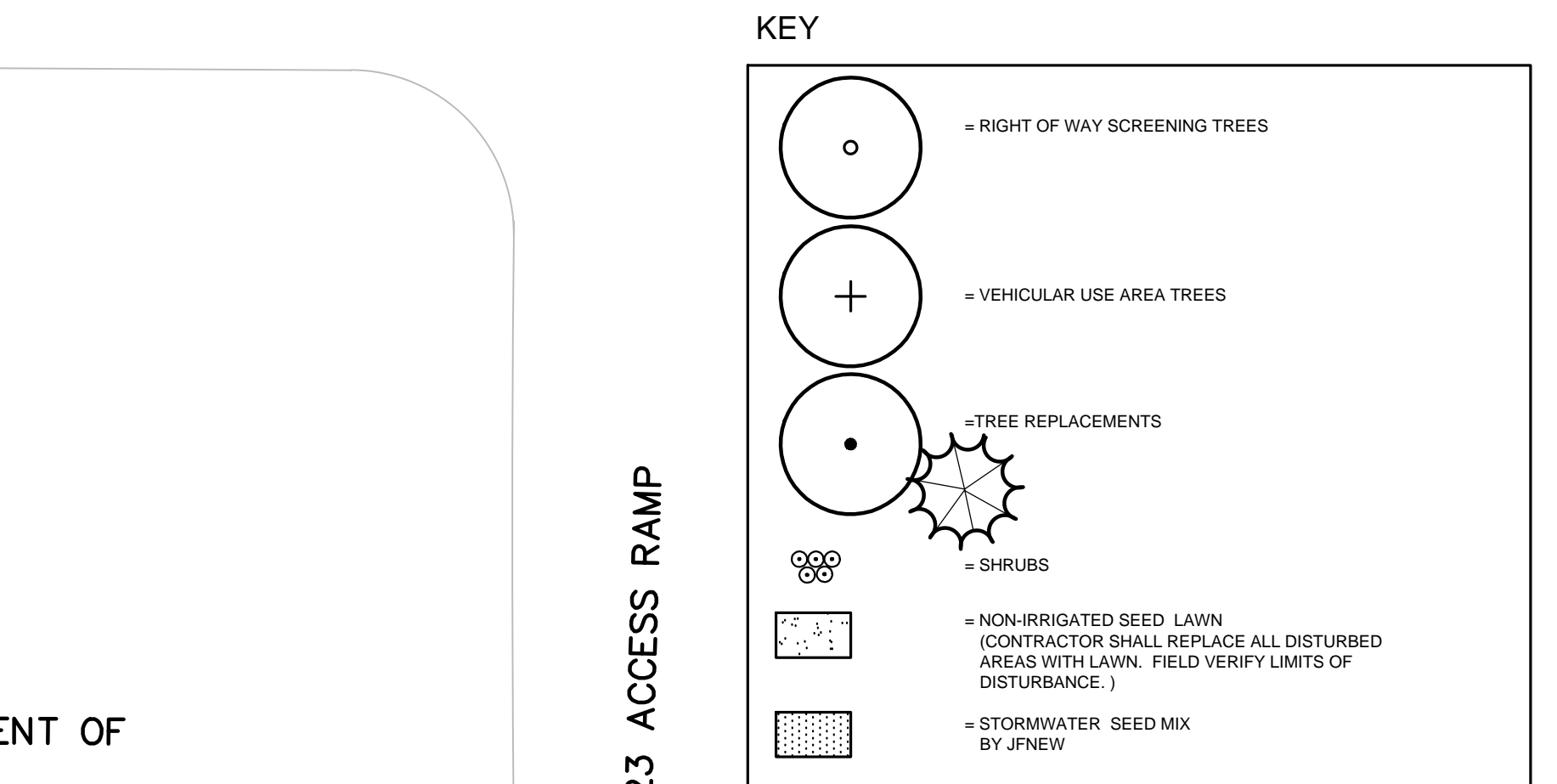
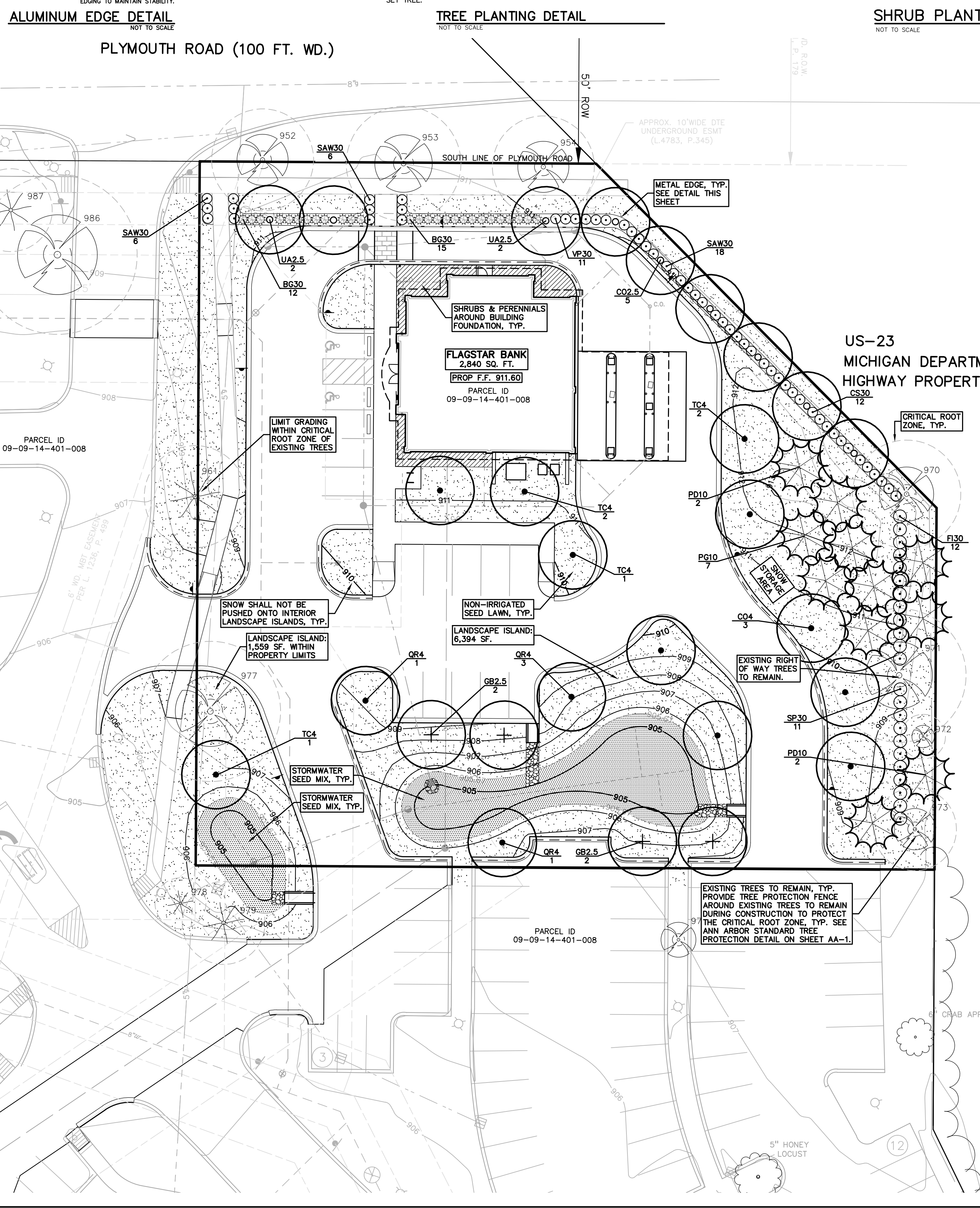


SOUTH ELEVATION
1/8" = 1'-0"





No.	BY	CHK.	DESCRIPTION	DATE
1	KMK	KMK	Revised per City SDA (see addendum to 10-14)	8/21/14
2	KMK	KMK	Submitted for Sign Permit Approval	8/21/14



TREE PLANT LIST:

QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
5	CO2.5	Common Hackberry	<i>Celtis occidentalis</i>	2.5" Cal.	B&B
3	CO4	Common Hackberry	<i>Celtis occidentalis</i>	4" Cal.	B&B
4	GB2.5	Ginkgo	<i>Ginkgo biloba</i>	2.5" Cal.	B&B
4	PD10	Black Hills Spruce	<i>Picea glauca 'Densata'</i>	10' Ht.	B&B
7	PG10	White Spruce	<i>Picea glauca</i>	10' Ht.	B&B
5	QR4	Red Oak	<i>Quercus rubra</i>	4" Cal.	B&B
6	TC4	Greenspire Linden	<i>Tilia cordata 'Greenspire'</i>	4" Cal.	B&B
5	UA2.5	Accolade Elm	<i>Ulmus japonica x wilsoniana 'Accolade'</i>	2.5" Cal.	B&B

SHRUB PLANT LIST:

QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC
27	BG30	Green Velvet Boxwood	<i>Buxus x 'Green Velvet'</i>	30" Ht.	Cont.
12	CS30	Kelsey Dwarf Dogwood	<i>Cornus sericea 'Kelsey'</i>	30" Ht.	Cont.
12	FI30	Northern Gold Forsythia	<i>Forsythia x intermedia 'Northern Gold'</i>	30" Ht.	Cont.
30	SAW30	Anthony Waterer Spirea	<i>Spirea x bum. 'Anthony Waterer'</i>	30" Ht.	Cont.
11	SP30	Miss Kim Lilac	<i>Syringa patula 'Miss Kim'</i>	30" Ht.	Cont.
11	VP30	Summer Snowflake Viburnum	<i>Viburnum plicatum 'Summer Snowflake'</i>	30" Ht.	Cont.

NOTE:
Stormwater Seed Mixture by J.F.New p 574-586-2412. Seed mix includes the following:

BOTANICAL NAME	COMMON NAME
Permanent Grasses	
<i>Carex cristatella</i>	Crested Oval Sedge
<i>Carex lurida</i>	Bottlebrush Sedge
<i>Carex vulpinoidea</i>	Brown Fox Sedge
<i>Glyceria striata</i>	Virginia Wild Rye
<i>Juncus effusus</i>	Common Rush
<i>Juncus torreyi</i>	Torrey's Rush
<i>Leersia oryzoides</i>	Rice Out Grass
<i>Panicum virgatum</i>	Switch Grass
<i>Scirpus atrovirens</i>	Dark Green Rush
<i>Scirpus cyperinus</i>	Wool Grass
<i>Scirpus fluviatilis</i>	River Bulrush
<i>Scirpus validus</i>	Great Bulrush
Temporary Cover	
<i>Avena sativa</i>	Common Oat
<i>Lolium multiflorum</i>	Annual Rye
Forbs & Shrubs	
<i>Allama</i> spp.	Winter Plantain Mix
<i>Aster</i> spp.	Swamp Milkweed
<i>Bidens</i> spp.	Bidens Mix
<i>Helianthus autumnalis</i>	Sneezeweed
<i>Lycopus americanus</i>	Common Water Horehound
<i>Mimulus ringens</i>	Monkey Flower
<i>Pentstemon sedoides</i>	Ditch Stonecrop
<i>Polygonum pensylvanicum</i>	Pinkweed
<i>Rudbeckia subtomentosa</i>	Sweet Black-Eyed Susan
<i>Sagittaria latifolia</i>	Common Arrowhead
<i>Senna hebecarpa</i>	Wild Senna
<i>Thalictrum dasycarpum</i>	Purple Meadow Rue

LANDSCAPE REQUIREMENTS:

RIGHT-OF-WAY SCREENING

REQUIRED:

- 10' WIDE LANDSCAPE BUFFER ALONG R.O.W.
- 1 DECIDUOUS OR EVERGREEN TREE FOR EVERY 30 LF OF STREET FRONTAGE OF THE VEHICULAR USE AREA.
- HEDGE, BERM, OR WALL 30" HT. ABOVE THE GRADE OF THE VEHICULAR USE AREA.

PROPOSED: (ALONG PLYMOUTH RD) - 10' WIDE LANDSCAPE BUFFER ALONG R.O.W. - 124LF / 30 = 4 TREES REQ. - 4 PROPOSED - 30" HT. CONTINUOUS HEDGE

(ALONG N/E MDOT PROPERTY) - 10' WIDE LANDSCAPE BUFFER ALONG R.O.W. - 152LF / 30 = 5 TREES REQ. - 5 PROPOSED - 30" HT. CONTINUOUS HEDGE

(ALONG E MDOT PROPERTY) - 10' WIDE LANDSCAPE BUFFER ALONG R.O.W. - 113.5LF / 30 = 4 TREES REQ. - 4 EXISTING TREES TO REMAIN - 30" HT. CONTINUOUS HEDGE

VEHICULAR USE AREA LANDSCAPING

REQUIRED: INTERIOR LANDSCAPE AREA AT A RATIO OF 1:20 SF 18,174 SF OF PARKING LOT / 20 = 909 SF REQUIRED (ALL PAVED AREAS INCLUDED IN CALC. EXCEPT SIDEWALKS) 909 x 50% = 454.5SF OF BIO-RETENTION AREA REQUIRED 1 TREE / 250 SF OF INTERIOR LANDSCAPE AREA 909/250=4 TREES

PROPOSED: 7,953 SF TOTAL PROVIDED (2,448 SF BIO-RETENTION) & 4 TREES (AREA PROVIDED IS WITHIN PROPERTY LIMIT LINE)

TREE REPLACEMENT

REQUIRED: 50% OF DBH REMOVED MUST BE REPLACED LANDMARK TREES REMOVED: 82" x 50% = 41" TO BE REPLACED EXISTING TREES REMOVED: 118" x 50% = 59" TO BE REPLACED 100 CAL INCHES TO BE REPLACED

PROPOSED: (14) 4" CAL DEC. AND (11) 10' HT. EVG 25 TOTAL TREES - 100 CAL INCHES PROVIDED

- GENERAL PLANTING NOTES:**
- Landscape contractor shall visit site, inspect existing site conditions and review proposed planting and related work. In case of discrepancy between plan and plant list, plan shall govern quantities. Contact Landscape Architect with any concerns.
 - Contractor shall verify locations of all on site utilities prior to beginning construction on his/her phase of work. Electric, gas, telephone, cable television may be located by calling MISS DIG 1-800-482-7171. Any damage or interruption of services shall be the responsibility of Contractor. Contractor shall coordinate all related activities with other trades on the job and shall report any unacceptable job conditions to Owner's Representative prior to commencing.
 - All plant material to be premium grade nursery stock and shall satisfy American Association of Nurserymen standard for Nursery Stock. All landscape material shall be Northern Grown, No. 1. Grade.
 - Contractor is responsible for verifying all quantities shown on landscape plan prior to pricing the work.
 - The owner's representative reserves the right to reject any plant material not meeting specifications.
 - All single stem shade trees to have straight trunks and symmetrical crowns.
 - All single trunk shade trees to have a central leader; trees with forked or irregular trunks will not be accepted.
 - All multi stem trees shall be heavily branched and have symmetrical crowns. One sided trees or those with thin or open crowns shall not be accepted.
 - All evergreen trees shall be heavily branched and full to the ground, symmetrical in shape and not sheared for the last five growing seasons.
 - All trees to have clay or clay loam balls, trees with sand balls will be rejected.
 - No machinery is to be used within the drip line of existing trees; Hand grade all lawn areas within the drip line of existing trees.
 - No machinery is to be used within the drip line of existing trees; Hand grade all lawn areas within the drip line of existing trees.
 - All tree locations shall be staked by Landscape Contractor and are subject to the approval of the landscape Architect prior to installation of the plant material.
 - It is mandatory that positive drainage is provided away from all buildings.
 - All planting beds shall receive 3" shredded hardwood bark mulch, see specifications. Shredded palette and died mulch will not be accepted.
 - Once fine grading has been completed heavy machinery shall not be used within planting areas to prevent compaction. In all planting areas where soil compaction has occurred during construction, soil shall be tilled to the depth of the proposed root ball of the plantings or 4" depth for seeded areas prior to planting. Over excavate sides of planting pits in compacted soil areas.
 - Applications of fertilizer beyond the initial topsoil and seeding shall be a fertilizer with no phosphorus.
 - Maintenance: All plant material shall be maintained in good condition by mowing, watering, mulch, etc., so as to present a healthy neat and orderly appearance free from refuse and debris. All diseased, damaged or dead material shown on the site plan shall be replaced by the end of the following growing season.

JEFFREY T. SMITH
LANDSCAPE ARCHITECT
No. 10000
MICHIGAN PROFESSIONAL ENGINEERING ASSOCIATES, INC.

CAUTION!
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE EITHER EXPRESSED OR IMPLIED AS TO THE COMPLETENESS OR ACCURACY THEREOF. THE CONTRACTOR SHALL BE EXCLUSIVELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

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CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR SHALL BE REQUIRED TO MAINTAIN SCALE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT. INCLUDES SAFETY OF ALL PERSONS AND PROPERTY. THAT THIS REQUIREMENT SHALL BE LIMITED TO NORMAL WORKING HOURS AND CONSTRUCTION TO NORMAL WORKING HOURS. CONTRACTOR SHALL MAINTAIN AND HOLD DESIGN PROFESSIONAL WARRANTIES FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT EXCEPT LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.

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PEA

PROFESSIONAL ENGINEERING ASSOCIATES
2430 Rochester Ct. Suite 100
Troy, MI 48063-1872
Phone: (248) 689-9090
Fax: (248) 689-1044
website: www.peainc.com

MICHAEL A. BOGGIO ASSOCIATES
30100 TELEGRAPH ROAD, SUITE 216
BINGHAM FARMS, MI 48025

PRELIMINARY LANDSCAPE PLAN
FLAGSTAR BANK BRANCH 021
PART OF THE SE 1/4 OF SECTION 14, T. 25, R. 6E,
CITY OF ANN ARBOR, WASHTENAW COUNTY, MICHIGAN

DES: KMK DN KMK SUR N/A P.M. JPB
CHECKED: SP/3/2014 (L) ASST. BANK 42-38700 (3074-003.00-31) LANDSCAPE-140324

ORIGINAL ISSUE DATE:
AUGUST 21, 2014

PEA JOB NO. 2014-163

SCALE: 1" = 20'

DRAWING NUMBER:
L-2.1

TRASH AND RECYCLING NOTE:
ALL TRASH IS HANDLED PRIVATELY AND KEPT INSIDE THE BUILDING. TRASH IS PICKED UP BY PRIVATE CARRIER AND TAKEN TO A SECURE DUMP AREA. THEREFORE NO TRASH BIN AND ENCLOSURE IS SHOWN ON THE DRAWINGS.

PUBLIC SIDEWALK NOTE:
PER CHAPTER 49, SECTION 4:58 OF THE CITY CODE, "ALL SIDEWALKS ARE TO BE KEPT AND MAINTAINED IN GOOD REPAIR BY THE OWNER OF THE LAND ADJACENT TO AND ABUTTING THE SAME" PRIOR TO THE ISSUANCE OF THE FINAL CERTIFICATE OF OCCUPANCY FOR THIS SITE. ALL EXISTING SIDEWALKS IN NEED OF REPAIR MUST BE REPAIRED IN ACCORDANCE WITH CITY STANDARDS.

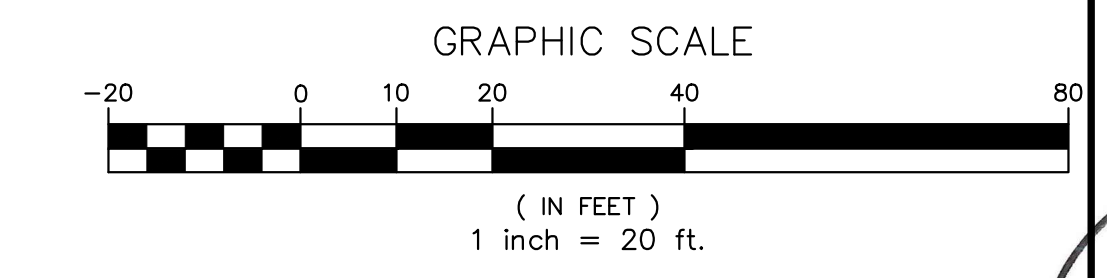
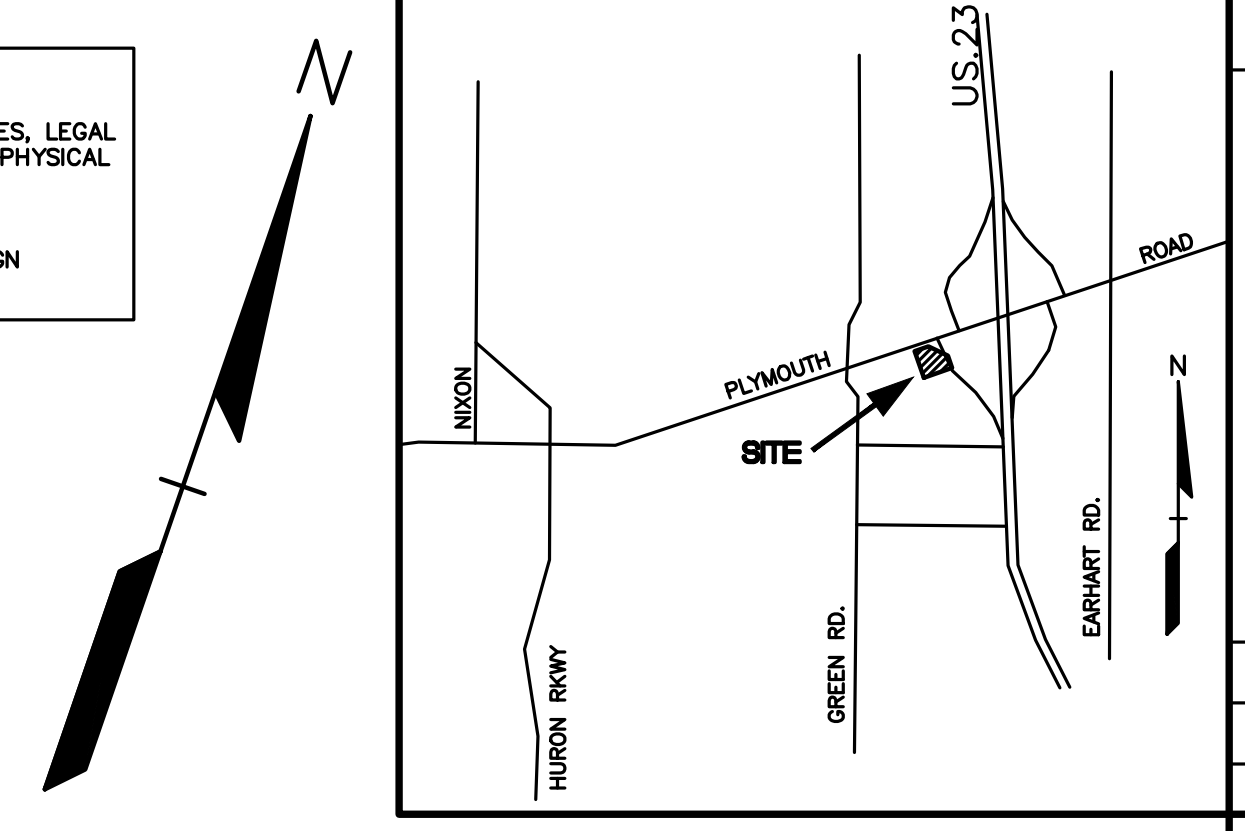
TOPOGRAPHIC AND BOUNDARY SURVEY DISCLAIMER:
TOPOGRAPHIC AND BOUNDARY SURVEY, INCLUDING PROPERTY LINES, LEGAL DESCRIPTION, EXISTING UTILITIES, EXISTING ELEVATIONS, EXISTING PHYSICAL FEATURES AND STRUCTURES WAS PROVIDED BY ATWELL, LLC. PROFESSIONAL ENGINEERING ASSOCIATES, INC. WILL NOT BE HELD RESPONSIBLE FOR THE ACCURACY OF THE SURVEY OR FOR DESIGN ERRORS/OMISSIONS RESULTING FROM SURVEY INACCURACIES.

STREET TREE ESCROW (STE):
TOTAL STREET FRONTAGE = 134.38' ALONG PLYMOUTH ROAD RIGHT-OF-WAY
STREET TREE ESCROW RATE = \$1.30 PER LINEAR FOOT OF TREE FRONTAGE
STREET TREE ESCROW REQUIREMENT = \$174.69

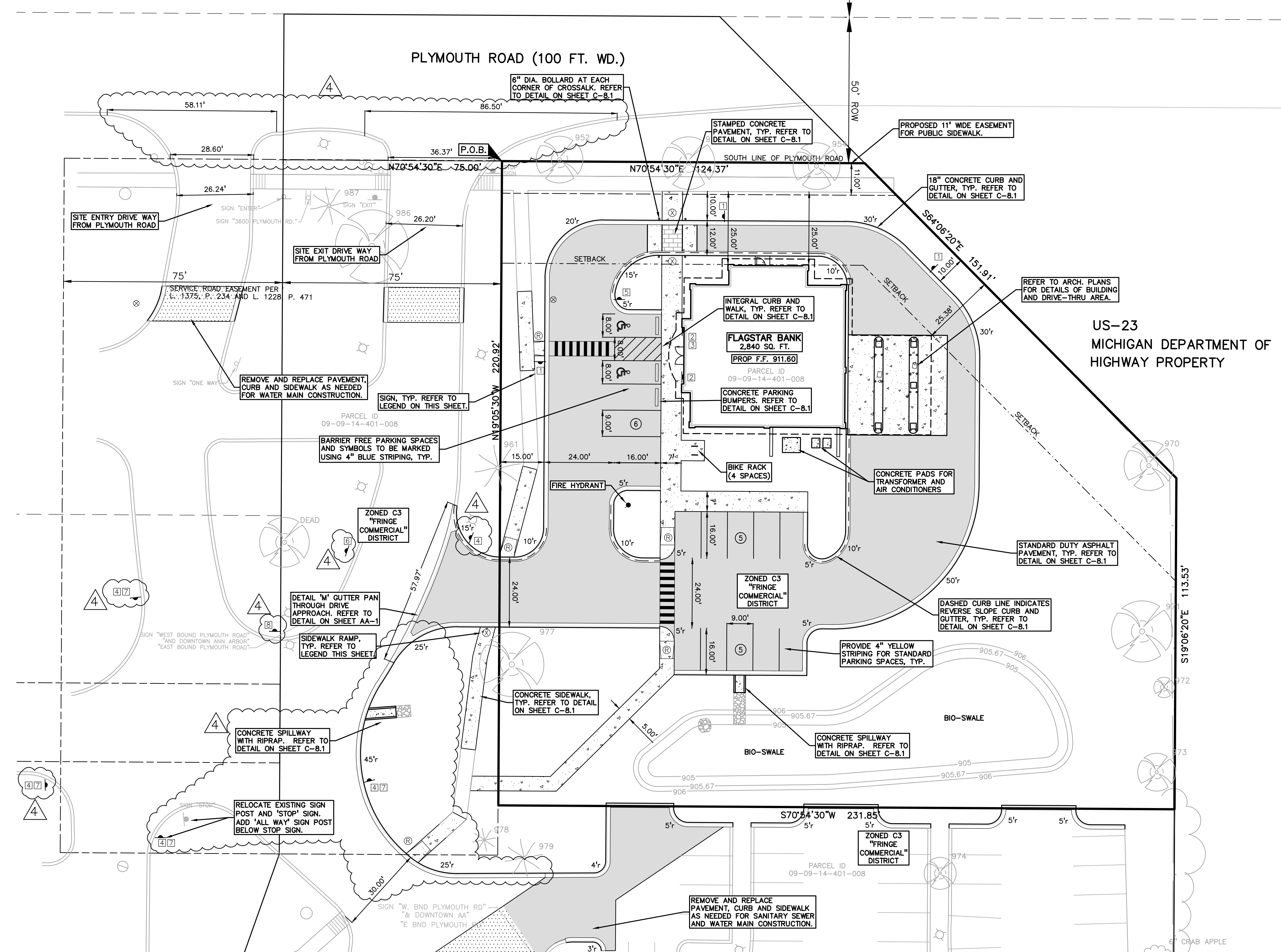
BIO-RETENTION NOTE:
TOTAL REQUIRED INTERIOR LANDSCAPING AREA = 695 SFT (SEE LANDSCAPE PLAN FOR CALCULATION)
PER CHAPTER 62, SECTION 5:602(2)(g) SINCE THE TOTAL REQUIRED INTERIOR LANDSCAPING AREA IS LESS THAN 750 SFT, NO BIO-RETENTION AREAS ARE REQUIRED.
TOTAL BIORETENTION PROVIDED = 3,136 SFT
REFER TO BIO-SWALE CALCULATIONS ON SHEET C-6.3

SIDEWALK RAMP LEGEND:
SIDEWALK RAMP 'TYPE R' (R)
CURB DROP ONLY (X)
REFER TO SHEET C-9.1 FOR M.D.O.T. R-28-H STANDARD RAMP AND DETECTABLE WARNING DETAILS

SIGN LEGEND:
'NO PARKING FIRE LANE' SIGN (1)
'BARRIER FREE PARKING' SIGN (2)
'VAN ACCESSIBLE' SIGN (3)
'STOP' SIGN (4)
'DO NOT ENTER' SIGN (5)
'ONE WAY' SIGN (6)
'ALL WAY' SIGN (7)
'KEEP RIGHT' SIGN (8)
REFER TO SHEET C-8.1 FOR SIGN DETAILS



NO.	BY	CHK.	DESCRIPTION	DATE
1	KMK	KMK	Revised per City SDA reviews	10/15/14
2	KMK	KMK	Revised per owner parking layout from City	11/14/14
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80	KMK	KMK	Revised per owner parking layout from City	11/14/14



LEGEND

● IRON FOUND	● BRASS PLUG SET	● SEC. CORNER FOUND
⊗ IRON FOUND	● MONUMENT FOUND	⊗ RECORDED
⊙ NAIL FOUND	● MONUMENT SET	⊙ MEASURED
⊙ NAIL & CAP SET		⊙ CALCULATED

EXISTING

- OH-ELEC—W—ELEC. PHONE OR CABLE TV O.H. LINE, POLE & GUY WIRE
- UG-CATV—UG-CATV
- UG-ELEC—ELEC. UIC, CABLE, MANHOLE, METER & HANDHOLE
- UG-ELEC—ELEC. UIC, CABLE, MANHOLE, METER & HANDHOLE
- GAS—GAS MAIN, VALVE & GAS LINE MARKER
- WATER—WATER MAIN, HYD., GATE VALVE, TAPPING SLAVE & VALVE
- SEWER—SANITARY SEWER, CLEANOUT & MANHOLE
- STORM—STORM SEWER, CLEANOUT & MANHOLE
- CATCH—CATCH BASIN, INLET, YARD DRAIN
- POST—POST INDICATOR VALVE
- WATER—WATER VALVE, BOY/VALVE VALVE BOX, SERVICE SHUTOFF
- MTRX—MTRX, TRANSFORMER, IRRIGATION CONTROL VALVE
- UNID—UNIDENTIFIED STRUCTURE
- SPOT—SPOT ELEVATION
- FENCE—FENCE
- RAIL—GUARD RAIL
- STREET—STREET LIGHT
- SIGN—SIGN

PROPOSED

- CONC.—CONCRETE
- ASPH.—ASPHALT
- SD—SD HEAVY R.O.M. DUTY ONLY
- SD—SD HEAVY DUTY ONLY
- SD—SD HEAVY DEEP STRENGTH

LEGAL DESCRIPTION
PARCEL ID 09-09-14-401-008
(PER HOLIDAY INN NORTH CAMPUS PROPOSED LOT SPLIT PLAN PREPARED BY ATWELL, DATED 9/3/99)

LAND LOCATED IN THE CITY OF ANN ARBOR, WASHTENAW COUNTY, STATE OF MICHIGAN, AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH 1/4 CORNER OF SECTION 14, T2S, R6E, CITY OF ANN ARBOR, WASHTENAW COUNTY, MICHIGAN; THENCE S89°19'45"E 541.10 FEET ALONG THE SOUTH LINE OF SAID SECTION 14; THENCE N00°05'50"E 698.65 FEET, THENCE N19°05'30"W 238.10 FEET; THENCE N70°54'30"E 75.00 FEET ALONG THE SOUTH LINE OF PLYMOUTH ROAD (100 FEET WIDE) FOR A PLACE OF BEGINNING; THENCE CONTINUING N70°54'30"E 124.37 FEET ALONG THE SOUTH LINE OF SAID PLYMOUTH ROAD; THENCE THE FOLLOWING TWO (2) COURSES ALONG SOUTHWESTERLY LINE OF THE MICHIGAN STATE HIGHWAY DEPARTMENT RIGHT-OF-WAY: S64°06'20"E 151.91 FEET, S19°06'20"E 113.53 FEET; THENCE S70°54'30"W 231.85 FEET; THENCE N19°05'30"W 220.92 FEET TO THE PLACE OF BEGINNING, CONTAINING 1.043 ACRES OF LAND, MORE OR LESS, AND BEING PART OF THE SOUTHEAST 1/4 OF SECTION 14, T2S, R6E, CITY OF ANN ARBOR, WASHTENAW COUNTY, MICHIGAN, BEING SUBJECT TO EASEMENTS, CONDITIONS, RESTRICTIONS AND EXCEPTIONS OF RECORD, IF ANY.

TOGETHER WITH A NON-EXCLUSIVE AGREEMENT FOR INGRESS AND EGRESS, OVER AND ACROSS THE ROADS AND DRIVES IN LIBER 1228, PAGE 471, LIBER 1162, PAGE 190 AND LIBER 1375, PAGE 234, WASHTENAW COUNTY RECORDS.

ALSO TOGETHER WITH A NON-EXCLUSIVE AGREEMENT FOR INGRESS, EGRESS, ACCESS AND PARKING FOR VEHICULAR AND PEDESTRIAN TRAFFIC, USE OF STORM WATER DRAINAGE, RETENTION AND DETENTION FACILITIES AND AREAS, PARKING LOT LIGHT FACILITIES AND DIRECTIONAL SIGNAGE AS SET FORTH IN LIBER 4531, PAGE 613, WASHTENAW COUNTY RECORDS.

GENERAL NOTES:
THESE NOTES APPLY TO ALL CONSTRUCTION ACTIVITIES ON THIS PROJECT.

- ALL DIMENSIONS SHOWN ARE TO BACK OF CURB, FACE OF SIDEWALK, OUTSIDE FACE OF BUILDING, PROPERTY LINE, CENTER OF MANHOLE/CATCH BASIN OR CENTERLINE OF PIPE UNLESS OTHERWISE NOTED.
- REFER TO SHEET C-8.1 FOR ON-SITE PAVING DETAILS.
- REFER TO SHEET C-9.1 FOR ON-SITE SIDEWALK RAMP DETAILS.
- 'NO PARKING-FIRE LANE' SIGNS SHALL BE POSTED ALONG ALL FIRE LANES AT 100 FOOT INTERVALS OR AS DIRECTED BY THE FIRE OFFICIAL.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF ANN ARBOR CURRENT STANDARDS AND REGULATIONS.
- THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER AND/OR THE AUTHORITY HAVING JURISDICTION 3 BUSINESS DAYS PRIOR TO THE BEGINNING OF CONSTRUCTION.
- ANY WORK WITHIN THE STREET OR HIGHWAY RIGHT-OF-WAYS SHALL BE PERFORMED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AGENCIES HAVING JURISDICTION AND SHALL NOT BEGIN UNTIL ALL NECESSARY PERMITS HAVE BEEN ISSUED FOR THE WORK.
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ADJUST THE TOP OF ALL EXISTING AND PROPOSED STRUCTURES (MANHOLES, CATCH BASINS, INLETS, GATE WELLS ETC.) WITHIN GRADED AND /OR PAVED AREAS TO FINAL GRADE SHOWN ON THE PLANS. ALL SUCH ADJUSTMENTS SHALL BE INCIDENTAL TO THE JOB AND WILL NOT BE PAID FOR SEPARATELY.

EASEMENT NOTE:
ALL NECESSARY PROPOSED EASEMENTS BOTH ON-SITE AND OFF-SITE SHALL BE PROVIDED TO THE CITY PRIOR TO CONSTRUCTION PLAN APPROVAL.

CAUTION!
THE LOCATION AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ON THIS DRAWING ARE BASED ON RECORD DRAWINGS OR FIELD SURVEY DATA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE EXACT LOCATION AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

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CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR SHALL BE REQUIRED TO MAINTAIN AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THIS REQUIREMENT SHALL BE MADE CONTINUOUSLY THROUGHOUT THE PROJECT TO NORMAL WORKING HOURS AND CONSTRUCTION CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND HOLD DESIGN PROFESSIONAL WARRANTEES FROM ANY AND ALL CLAIMS, RELEVANT OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT EXCEPT LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.

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BINGHAM FARMS, MI 48025

DIMENSION & PAVING PLAN
FLAGSTAR BANK BRANCH 021
PART OF THE SE 1/4 OF SECTION 14, T. 2S, R. 6E,
CITY OF ANN ARBOR, WASHTENAW COUNTY, MICHIGAN

DES: KMK DN: KMK SUR: N/A P.M: JPB
S:\PROJECTS\2014\2014163\DWG\TOP\BASE-14163.DWG

ORIGINAL ISSUE DATE:
AUGUST 21, 2014

PEA JOB NO. 2014-163

SCALE: 1" = 20'

DRAWING NUMBER:
C-2.1