

ANN ARBOR PLANNING DEPARTMENT STAFF REPORT

For Planning Commission Meeting of May 1, 2012

**SUBJECT: Chalmers Place Employee Parking Rezoning and Site Plan
(2090 Chalmers Drive)
SP12-010 & Z12-003**

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the Chalmers Place Employee Parking Lot (2090 Chalmers Drive) rezoning from R1B (Single-Family Dwelling District) to P (Parking District).

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby authorizes disturbance of the 25-foot natural features open space per Chapter 55 (Zoning Ordinance), Section 5:51(5) and (6).

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the Chalmers Place Employee Parking Lot Site Plan, subject to approval by the Washtenaw County Water Resources Commissioner prior to City Council review and subject to City Council approval of the requested rezoning to P (Parking District).

STAFF RECOMMENDATION

Staff recommends that the Chalmers Place Employee Parking Lot (2090 Chalmers Road) rezoning from R1B (Single-Family Dwelling) to P (Parking) be **denied** because it is not in conformance with the recommendations of the Master Plan: Land Use Element, and the proposed rezoning has the potential for a greater disturbance of the property's natural features than the current single-family residential zoning.

Staff recommends that the natural features open space disturbance be **denied** because the proposed activity does not meet the standards outlined in Chapter 55, Section 5:51(6) Public Interest.

Staff recommends that the site plan be **denied** because the Chalmers Place Employee Parking Lot site (3365 Washtenaw Avenue), as currently designed, does not limit the disturbance of natural features to the minimum necessary to allow a reasonable use of the land, applying criteria for reviewing a natural features statement of impact.

LOCATION

The site is located on the north side of Washtenaw Avenue, west of Chalmers Drive (Northeast Area; Malletts Creek watershed).

DESCRIPTION OF PETITION

The petitioner is requesting rezoning of a .92-acre, vacant lot from R1B (Single-Family Dwelling District) to P (Parking) and site plan approval to construct a 43-space parking lot to be used by the employees of Chalmers Place Retail Center (3365 Washtenaw Ave.), located directly south of this site, and as a park-and-ride lot for commuters using the AATA bus stop on Washtenaw Avenue. The petitioner anticipates 10-12 parking spaces will be set aside for the AATA park-and-ride.

The petitioner indicates the existing Chalmers Place parking lot is near maximum capacity at peak hours with the retail center at close to 50% occupancy. The petitioner contends additional employee parking spaces are needed to free up customer parking spaces and, in turn, increase the occupancy of the building. The proposed parking lot will not add retail traffic to this site as it will be for employees and AATA parking only and utilized during business hours (no later than 10:00 pm is proposed). There will be no dumpster or loading zone at this lot. If this proposal is approved, a barrier free parking space and three additional bicycle parking spaces will be added to the Chalmers Place site, as these spaces are required and not proposed in the employee parking lot.

The petitioner held a neighborhood meeting on January 9, 2012. A summary of this meeting is attached.

Parking Lot Site Plan – North Site – The proposed 43-space parking lot would be accessed from Chalmers Drive using the same entrance the Chalmers Place Retail Center uses; no new curb cuts are proposed. The existing sidewalk stub along Chalmers Drive would be extended along the frontage of this vacant property, and an internal sidewalk link would then be connected from the proposed parking lot to the existing public sidewalk.

A required 15-foot wide conflicting land use buffer is proposed along the north property line to screen from the adjacent residentially-zoned property. This buffer includes required landscaping trees and shrubs and a 6-foot tall fence to screen from the northern neighbor (a 4-foot tall hedge, berm, wall is required).

The middle portion of the site contains a woodland of highest concern. This woodland is part of a native forest fragment characterized by a wide diversity of native species. A total of 42 trees are proposed to be removed from the site, with seven of these trees being landmark and 11 being woodland trees. A total of 41 mitigation trees are proposed to be planted, with most

located on the west end of the site around the perimeter of the detention pond and the remainder located at the east end. The landmark Norway Spruce at the northeast corner of the site is to be saved. No disturbance is proposed within the critical root zone of this tree.

This western portion of this site is located in a wetland, 100-year floodplain and contains steep slopes. No impacts are proposed on these natural features from the location and construction of the proposed parking lot with the exception of disturbance of approximately 875-square feet to construct a below grade 18-inch storm pipe and headwall out letting into Malletts Creek. Per Chapter 55, the Zoning Ordinance, Section 5:51, disturbance in the 25-foot natural features open space adjacent to Malletts Creek may be authorized by the City Planning Commission if it determines the disturbance is in the public interest, using the criteria contained in the code.

A 100-year storm water management system is proposed along the western end of this property, to be enclosed by a 4-foot tall chain link fence and mitigation trees. This site naturally drains to the west end with an approximate 15-foot decline in elevation; therefore the storm water sheet flows to the detention basin and outlets into the wetland.

Retail Center Site Plan – South Site

An existing retail/office center (3365 Washtenaw Ave.) is located directly south of the proposed parking lot. This center was approved for 26,237-square feet (3,000 square feet approved for office) and 91 parking spaces. Under current parking code, a parking range of between 84 to 100 parking spaces is required.

A traffic study was conducted as part of the site plan approval, which indicated the AM and PM traffic counts were anticipated to be slightly greater than the previous auto dealership use on the site. The approved retail uses were not anticipated to significantly impact the existing traffic conditions and the level of service was projected to remain constant for the impacted intersections at Chalmers Drive, Huron Parkway and Pittsfield Blvd.

SURROUNDING LAND USES AND ZONING

	LAND USE	ZONING
NORTH	Single Family Residence	R1B (Single-Family Dwelling District)
EAST	Single Family Residence	R1B
SOUTH	Retail Center	C3 (Fringe Commercial District)
WEST	Multiple-Family Residential	R4A (Multiple-Family Dwelling District)

COMPARISON CHART

	EXISTING	PROPOSED	REQUIRED/PERMITTED	REQUIRED/PERMITTED
Zoning	R1B (Single-Family Residential)	P (Parking)	R1B	P
Gross Lot Area	40,075 sq ft	40,075 sq ft	10,000 sq ft MIN	No MIN or MAX
Lot Width	100 ft	100 ft	70 ft	None
Setback – Front	vacant	20 ft	30 ft MIN	10 ft MIN, consistent with the right of way screening requirement in Chapter 62 (Landscape and Screening)
Setback – Side	vacant	15 ft – North 3 ft - South	5 ft – one side MIN 14 ft – total of two MIN	2.5 ft or 15 ft MIN when abutting residential zoning, consistent with the conflicting land use buffer requirements in Chapter 62 (Landscape and Screening)
Setback – Rear	vacant	141 ft	40 ft MIN	2.5 ft MIN
Parking	vacant	43 spaces	1 space MIN	Not Applicable

HISTORY

It appears from aerial photographs that the western end of this vacant site was partially paved and compacted to accommodate off-premise parking from the previous auto business fronting Washtenaw Ave.

The Chalmers Place Retail site was approved in 2005 for the construction of a 26,237-square foot office/retail building with 91 parking spaces.

PLANNING BACKGROUND

The Master Plan: Land Use Element future land use recommends single- and two-family residential use for this vacant parcel. Other urban design goals of the Plan include: encouraging landscaping of parking areas and buffers between land uses; relocating parking out of the front open space areas; minimizing off-street parking lots and encouraging design so that the parking lot is not the dominant feature from the road.

The Plan goes on to state minimizing the amount of unnecessary parking spaces helps improve water quality by minimizing unnecessary imperviousness, utilizes land more efficiently, reduces

the amount of heat generated from parking lots, and fosters a more pedestrian friendly environment. The use of shared and deferred parking should be provided where possible. Parking lot lighting should be turned down at night and directed so it does not flow off-site.

ZONING/REZONING JUSTIFICATION

Per Chapter 55 Section 5:107(1), the Zoning Ordinance and Zoning Map shall not be amended except “because of changed or changing conditions in a particular area or in the municipality generally, to rezone an area, extend the boundary of an existing Zoning District or to change the regulations and restrictions thereof.”

The petitioner’s Petition For Changes In Or Additions To The Zoning Chapter, a form provided by the Planning Department to assist petitioners in providing the required information per Chapter 55 Section 5:108(2)(a)-(g), is reprinted below. The questions are not standards for approval, rather guides to providing sufficient evidence of changed or changing conditions.

- **The extent to which the zoning/rezoning requested is necessary:**

The current parking lot is inadequate to serve the development which is 50% vacant, making it nearly impossible to lease the remaining 50% of the retail center. At 50 % occupancy, the development is not economically sustainable. After exploring many solutions to the parking problem with existing tenants and countless prospective tenants, the only viable solution to maintaining this center is to add additional employee parking in order to free up customer parking spaces. One solution explored would be to have a mix of tenants who require less customer parking. This would be the ideal solution to the owner since it avoids the expense of building and maintaining a new parking lot. Unfortunately this ideal solution is not feasible since the retail center cannot sustain itself if leasing is limited to only those tenants who require limited parking.

- **This zoning/rezoning will affect the public welfare and property right of persons located in the vicinity in the following ways:**

The zoning will have no impact to the property rights of neighboring properties and no economic or environmental impact to neighboring properties. We have worked tirelessly to inform neighboring properties of the project intent and listened to their concerns and effectively addressed their concerns. It is the general opinion of neighboring landowners that if they cannot see the new parking lot or be inconvenienced by the traffic in and out of the lot then there will be no impact to their properties. To address neighborhood concerns, no new curb cuts or vehicular access points will be added along Chalmers Drive, lighting will be effective for security, but will be mounted on low poles so there is no light shed on neighboring properties, security cameras will limit loitering, hours of the lot will be limited to business hours, parking will be for employees only or AATA park and ride, and most importantly, the parking lot will be completely screened from neighboring properties and Chalmers Road by a combination of the descending grades across the site, a screen fence, and an opaque buffer of evergreen trees and shrubs. The parking lot will essentially be invisible from neighboring properties.

- **This zoning/rezoning will be advantageous to the City of Ann Arbor in the following ways:**

First and foremost it will create jobs! The additional parking will provide additional parking for the AATA along the Washtenaw Avenue Corridor. Allowing us to fill store fronts that have been vacant for years due in large part to the current parking constraints. Lastly, it will stabilize a retail center and the city's current and future tax base.

- **This particular location will meet the convenience and service requirements of potential users or occupants in the following ways:**

The additional parking will allow us to move all of the centers employees which at peak times can be in upwards of 44 to 74 spaces to the new rear lot freeing up space for customers which will in turn make the center more marketable to new tenants and help retain our current corporate retail tenants.

- **Any changed or changing conditions in any particular area, or in the municipality generally which may have bearing on the proposed zoning/rezoning are:**

The AATA is in need of additional park and ride locations along the Washtenaw Avenue Corridor and this project can accommodate additional spaces to help them accomplish that task. It's an appropriate site since there is a bus stop already located in front of the Chalmers Place Center.

- **Other circumstances which will further justify the requested zoning/rezoning are:**

This additional parking lot is necessary to sustain Chalmers Place. Taking no action will certainly lead to more vacant store fronts and possibly a vacant development which leads to blight, which is a far more negative community impact than the proposed rezoning.

We feel that adding parking lots in residential districts is generally undesirable, but this site offers several unique conditions that make it acceptable. First, the rare opportunity exists with the topography of the site to essentially construct a parking lot that is invisible to the surrounding properties once some screening is added. Secondly, the proposed parking lot is connected to a commercial site and no new access drives to the public road are proposed so there will be no impact to the adjacent residential street. Perhaps most importantly, this site contiguous to a commercial zoning district and represents only a minor expansion of the large commercial district. This project will not set a precedent of establishing isolated parking lots in residential districts where they might be largely out of character with the surrounding use or have a significant impact on traffic and aesthetics of a residential neighborhood.

DEPARTMENT COMMENTS

Fire – Possible fire apparatus access could be accomplished by placing “No Parking-Fire Lane” signs posted between the existing parking lot and the proposed access drive.

Systems Planning – Land Development – The petitioner’s response letter dated April 4, 2012, states that “Tree removal is permitted with Ann Arbor so long as there are no reasonable alternatives to the impact. In this case tree removal is required to accomplish the goals of the project and alternative design considerations have not resulted in the desired tree preservation.”

Staff Response: The only natural features alternative analysis provided on Sheet L1.0 (Natural Features Plan) is the reduction in the number of parking spaces. Staff has included alternatives to consider in Natural Resource Review #1 and #2, however, none of the staff alternatives have been mentioned in the petitioner’s response letter or on the site plan. Please review the design and look at alternatives to preserve the landmark trees on site and if they are unacceptable, explain why. Alternatives to consider include, but are not limited to:

- Reducing the size of the right-of-way buffer--21 feet is provided but only 10 feet is required.
- Not providing the AATA parking and reducing the number of parking spaces in the parking lot.
- Utilizing the western 1/3 of the site that is already compacted for a portion of the parking lot with underground detention. Create a large island around the landmark trees with a drive to the south of the landmark trees that can connect to a much smaller parking lot on the east.
- Request a variance to add additional parking spaces on the west side of Chalmer’s Place.

Petitioner Response: Using the already disturbed western 1/3 of the site for parking and using underground is a good idea from the perspective of tree preservation, however, it adds over \$115,000 of cost to the project by the addition of an \$80,000- \$90,000 underground detention system, additional impervious, and additional storm sewer, and pre-treatment structures etc. The \$115,000 cost is not a feasible or prudent alternative to preserving a handful of trees in a large parking lot island where their health may be compromised by the dramatic change in site drainage. That is why replacement trees were preferred. Also, we attempted to reduce the buffer as suggested to save a few trees, but it was questionable if the existing trees would live due to grading requirements in that area so we stuck with the layout that functioned better in terms of drive alignment and vehicular circulation from the existing development. In addition, the wider buffer along Chalmers is highly desired to create suitable planting space for a double row of trees to hide the development from the road and neighboring homes. This is really important to the homeowner across the street. In terms of eliminating AATA and adding parking to the existing Chalmers Place parking lot, those are programmatic decisions that were made at the onset of the project. The owner is somewhat open minded about those options, but felt that this was the only approvable path.

Malletts Creek Coordinating Committee - Disturbance is shown within the required natural features open space. It would be far less environmentally damaging to provide additional parking on the Chalmers Place site than expanding onto the adjacent parcel to the north as proposed. Parking spaces could be provided on the north side of the Chalmers Place site while providing the required 15 foot conflicting land use buffer on the parcel to the north, and do a land combination. This would require far less impervious area and preserve most of the vegetation on the northern parcel. If additional parking is justified, alternatives to providing it on the northern parcel should be pursued.

The petitioner indicates the WCWRC will allow a portion of the basin in the easement since they have plenty of room to access the drain in this area.

WCWRC – See attached.

Development Services Inspector - Permits from the Michigan Department of Environmental Quality and the Washtenaw County Water Resources Commissioner will be required for the storm water discharge pipe to Malletts Creek.

Planning – The petitioner has requested the rezoning of the vacant north site to allow the programmatic and parking needs of the south site (Chalmers Place Retail Center) be met by having their employees park off site, thereby opening up parking spaces for visitors/customers to the retail center and in turn possibly attracting future tenants. Staff recognizes the petitioner tried to address neighborhood concerns on the proposed parking lot by minimizing its impact on the adjacent residential use to the north and to the east by utilizing the existing grades on site, screening this lot with landscaping and extensive fencing, and keeping lighting to a minimum. The petitioner has also dedicated 10-12 parking spaces as an added public benefit for the AATA to use as a park-and-ride.

The petitioner also held a neighborhood meeting on Monday, January 9, 2012, to discuss the proposed rezoning and site plan (meeting request and results attached). Since this initial meeting, the petitioner has been open to additional meetings and phone calls with neighbors and homeowners associations and has been unsuccessful in arranging a meeting to discuss the proposal further. The petitioner has taken a proactive approach to this project and believes the neighbor's concerns and issues have been addressed with the submitted site plan.

Staff cannot support the proposed rezoning and site plan because staff finds that 1) the rezoning would not be compatible with elements of the City Master Plan and with the surrounding properties, 2) the proposed rezoning also has the potential for a greater disturbance of the property's natural features than the current single-family residential zoning, and 3) the parking problem is not as difficult as indicated.

Master Plan - Although the P district is still present in the zoning ordinance and there are remnant sites of the district still found in the City, both staff and Planning Commission have discouraged the establishment of new P districts, both to limit the creation of new stand-alone surface parking and to encourage denser development of the remaining available land within the City.

Natural Features - Per the "Guidelines for the Protection and Mitigation of Natural Features", native forest fragments are the most important sites to protect from development and from the impact of development. Effort should be made to preserve and protect all remaining native forest fragments to the fullest extent possible. Further fragmentation is not desirable.

Parking Demand - the Chalmers Place Retail Center has 91 approved parking spaces, which falls within the required parking range for a 26,000-square foot retail/office development. The petitioner indicates 9,8730- square feet of retail space remains vacant at the Chalmers Place Retail Center due to lack of adequate parking. This vacant space requires a parking range between 32-37 parking spaces per parking code. Staff has visited the site at random times in the past month and counted the number of empty parking spaces. The results are listed below.

Date	Time	Vacant Spaces
Tuesday, April 10, 2012	3:30 pm	32
Tuesday, April 24, 2012	10:30 am	45
Thursday, April 26, 2012	6:15 pm	32

It appears the vacant parking spaces fall within the parking range required for retail space. If additional parking counts are performed by staff, the results will be presented at the upcoming Planning Commission Meeting. Staff is open to exploring additional parking alternatives for the Chalmers Place Retail Center with the petitioner. These may include revising the parking lot layout to include more small car spaces or adding additional spaces on the east or north side of the site.

Prepared by Chris Cheng
Reviewed by Wendy Rampson
mg/

Attachments: Zoning/Parcel Maps
Aerial Photo
Overall Site Plan
Site Plan
Grading Plan
Natural Features Alternatives Analysis
Landscape Plan
Photometric Plan
Neighborhood Meeting Summary
AATA Letter
WCWRC Letter

c: Petitioner/Owner: Leonard P. Nadolski
Len Properties II, LLC
5000 E. Grand River
Howell, MI 48843

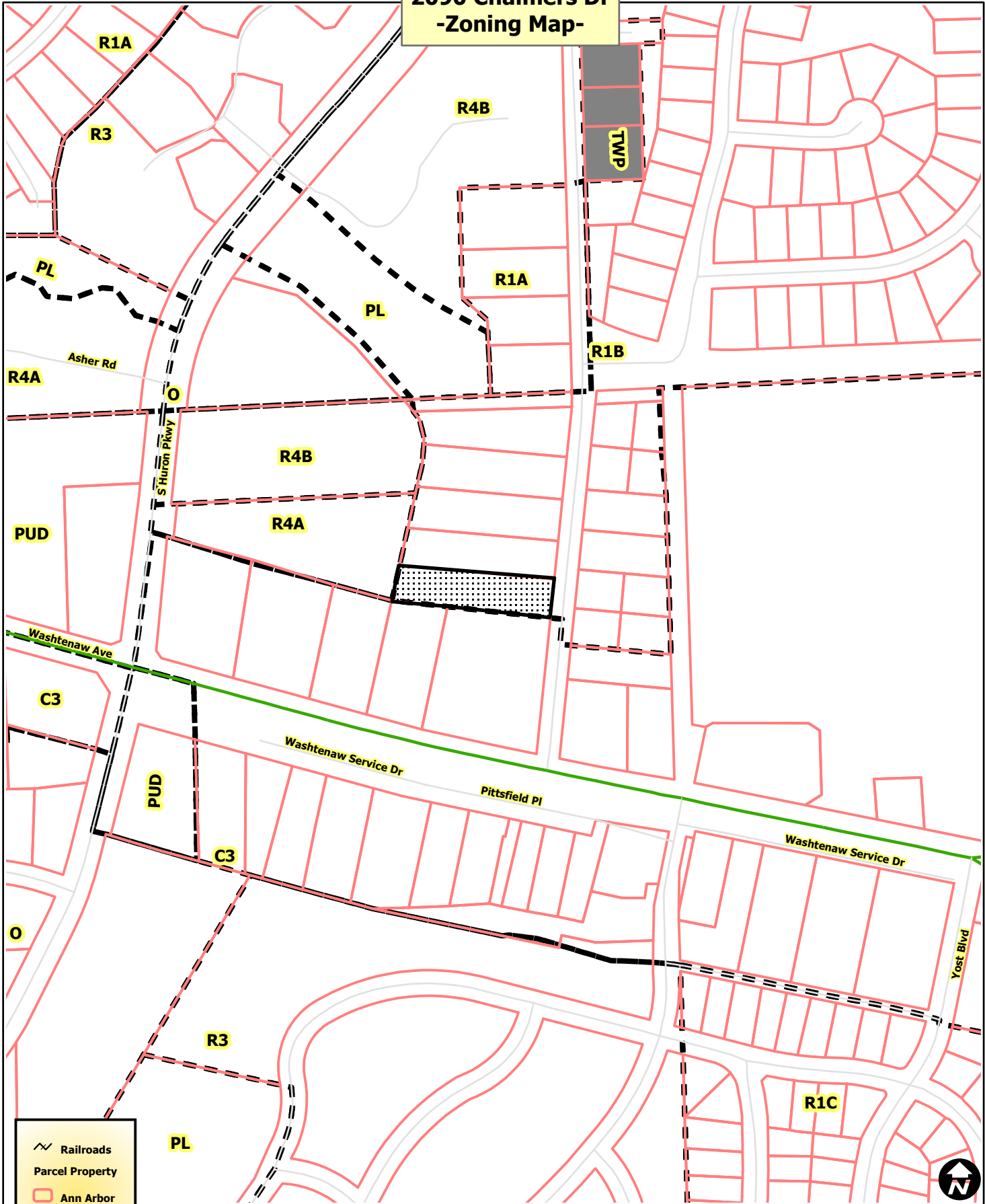
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Petitioner's Representative: Kevin Travers, Property Manager
5000 E. Grand River
Howell, MI 48843

Jeff Smith
Professional Engineering Associates, Inc.
2900 E. Grand River
Howell, MI 48843

Systems Planning
File No. Z12-003 & SP12-010

2090 Chalmers Dr -Zoning Map-



- Railroads
- Parcel Property
- Ann Arbor
- Township
- Zoning



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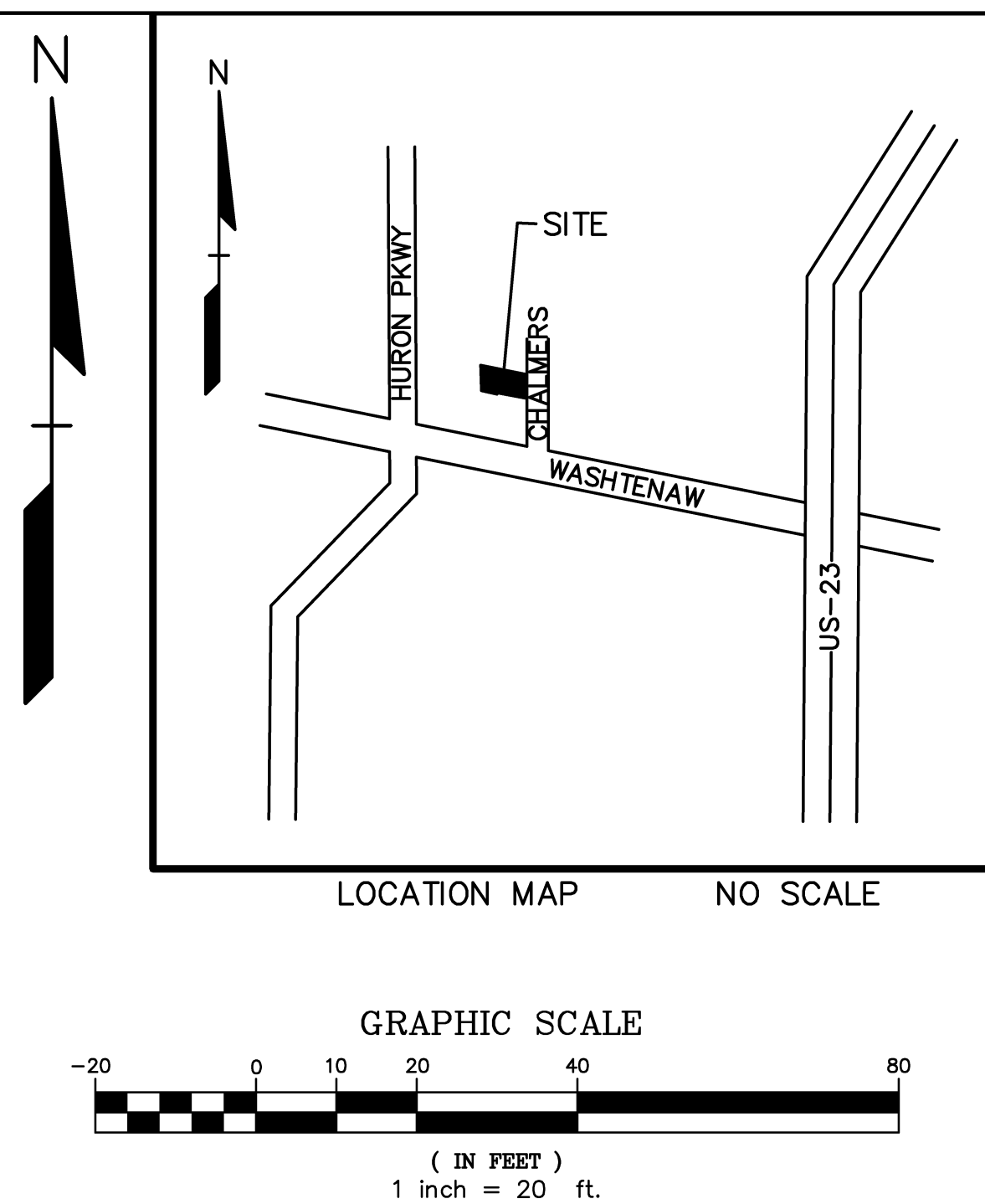
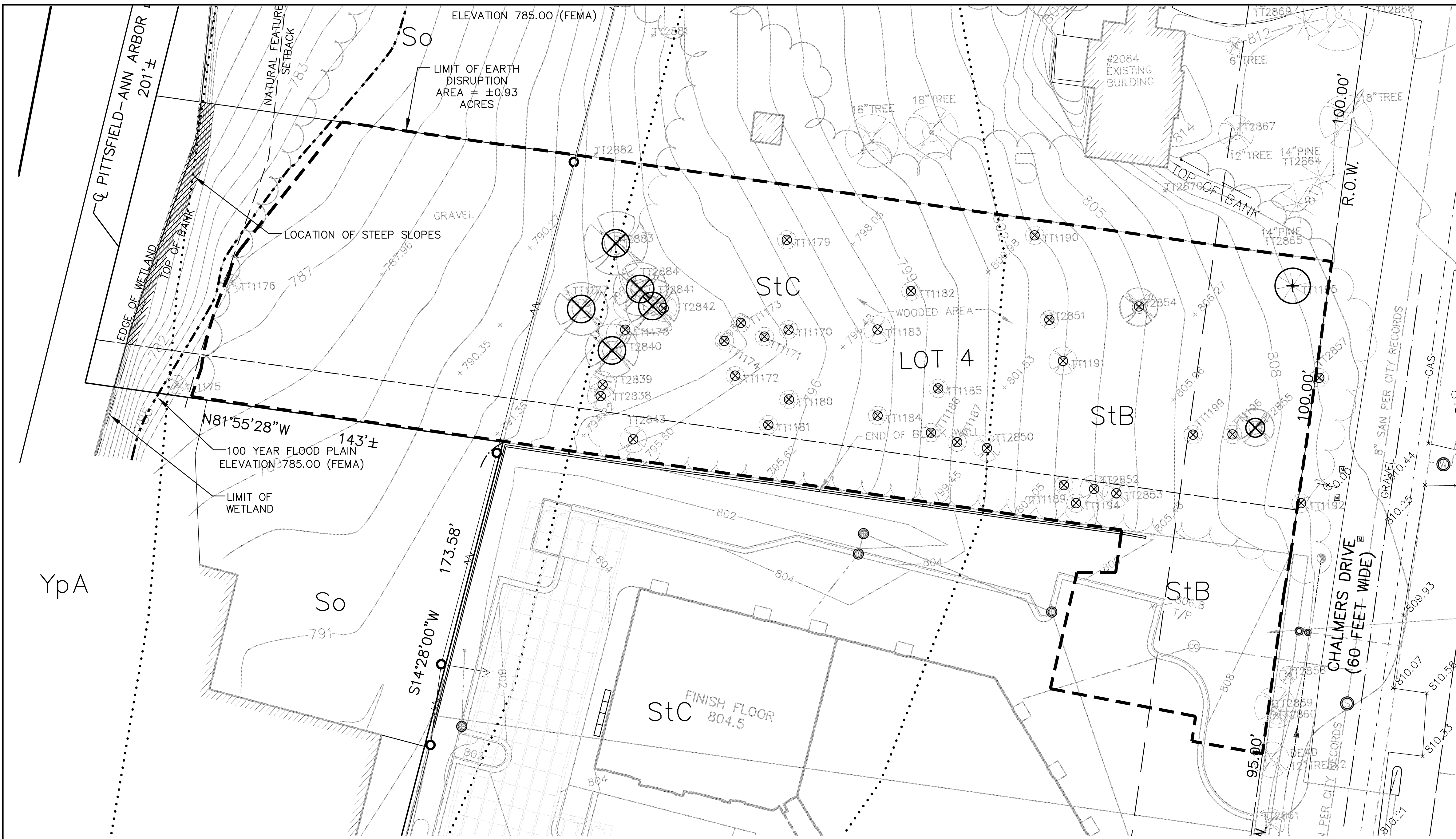
**2090 Chalmers Dr
-Aerial Map-**



 Railroads
 Parcel Property



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KEY:

- LANDMARK TREES TO BE REMOVED*
- LANDMARK TREES TO REMAIN*
- TREES TO BE REMOVED
- 100 YEAR FLOOD PLAIN
- LIMIT OF EARTH DISRUPTION

* TREE SYMBOL ON PLAN REPRESENTS APPROXIMATE SIZE OF CRITICAL ROOT ZONE

EXISTING LAND USE
THE SITE IS NOT CURRENTLY DEVELOPED

NATURAL FEATURES INVENTORY
THE SITE DOES CONTAIN A WOODLAND-NATIVE FOREST FRAGMENT WITH A BASAL AREA OF 1424 SF

THE SITE DOES CONTAIN A WETLAND AND WATERCOURSE BUT NO CONSTRUCTION WILL BE DONE WITHIN ITS LIMITS.

THE SITE DOES CONTAIN A 100-YEAR FLOODPLAIN BUT NO CONSTRUCTION WILL BE DONE WITHIN ITS LIMIT EXCEPT THE INSTALLATION OF A STORM SEWER BELOW EXISTING GRADE.

THE SITE DOES CONTAIN STEEP SLOPES BUT NOT WITHIN THE LIMIT OF CONSTRUCTION.

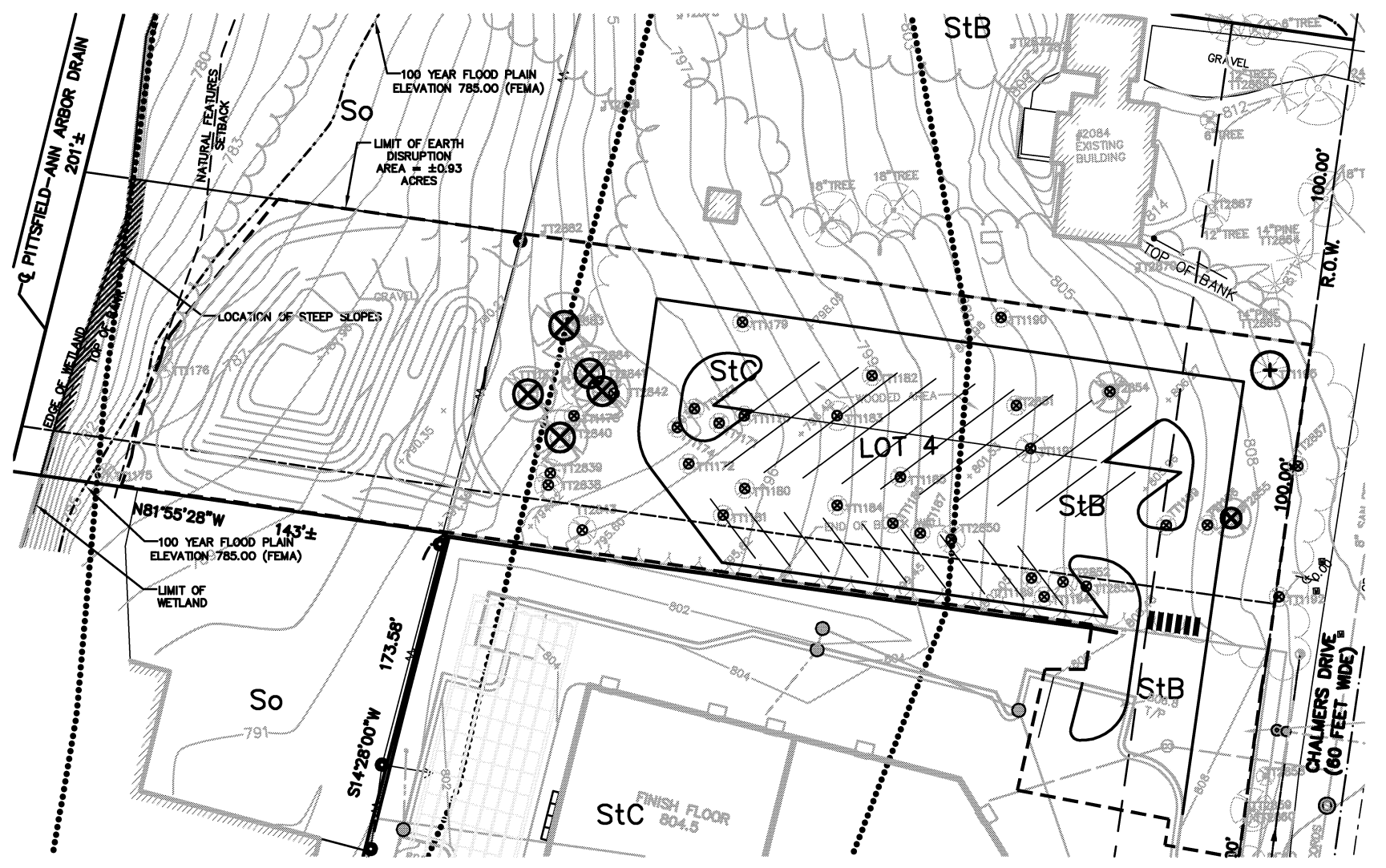
THE SITE CONTAINS 8 LANDMARK TREES. 7 WILL BE REMOVED AND REPLACED (SEE LANDSCAPE PLAN)

SOILS:
So SLOAN SILT LOAM, WET
S1B ST CLAIR CLAY LOAM, 2-8% SLOPES
S1C ST CLAIR CLAY LOAM, 6-12% SLOPES
YpA YPSI SANDY LOAM, 0-4% SLOPES

SITE CONTAINS .54 ACRES OF WOODLAND NATIVE FOREST FRAGMENT WITH 42 TREES LOWER 6" DBH
BASAL AREA CALCULATION
511 DBH * TOTAL
.005454 X 261121 = 1424 SF TOTAL

WOOLAND OR LANDMARK TREE REQUIRING REPLACEMENT	TREE TO BE REMOVED	TAG #	DBH (IN)	SPECIES	TREE HEALTH RANK	COMMENT/ TRUNKS	COMMON NAME	LATIN NAME
REPLACE	REMOVE	1170	8	SH	17		Shagbark Hickory	Carya ovata
REPLACE	REMOVE	1171	7	SH	17		Shagbark Hickory	Carya ovata
REPLACE	REMOVE	1172	10	RP	17		Black Locust	Robinia pseudoacacia
REPLACE	REMOVE	1173	8	E	18		American Elm	Ulmus americana
REPLACE	REMOVE	1174	12	E	18		American Elm	Ulmus americana
		1175	9	PG	18		Aspen	Populus grandidentata
		1176	7	PG	18		Aspen	Populus grandidentata
REPLACE	REMOVE	1177	24	PG	17	LANDMARK	Aspen	Populus grandidentata
REPLACE	REMOVE	1178	7 Twin	AN	13		Boxelder	Acer negundo
REPLACE	REMOVE	1179	6	PP	11		Blue Spruce	Picea pungens
REPLACE	REMOVE	1180	12	AN	12		Boxelder	Acer negundo
REPLACE	REMOVE	1181	6	E	18		American Elm	Ulmus americana
REPLACE	REMOVE	1182	13	WO	18		White Oak	Quercus alba
REPLACE	REMOVE	1183	7	WO	17		White Oak	Quercus alba
REPLACE	REMOVE	1184	16	AN	6		Boxelder	Acer negundo
REPLACE	REMOVE	1185	7	SH	24		Shagbark Hickory	Carya ovata
REPLACE	REMOVE	1186	8	SH	18		Shagbark Hickory	Carya ovata
REPLACE	REMOVE	1187	6	SH	12		Shagbark Hickory	Carya ovata
REPLACE	REMOVE	1188	7	PA	17		Norway Spruce	Picea abies
REPLACE	REMOVE	1189	9	PA	17		Norway Spruce	Picea abies
REPLACE	REMOVE	1190	12 13 10 Trip.	AN	13		Boxelder	Acer negundo
REPLACE	REMOVE	1191	9	RP	17		Black Locust	Robinia pseudoacacia
REPLACE	REMOVE	1192	13 Twin	E	17		American Elm	Ulmus americana
REPLACE	REMOVE	1194	6	PA	17		Norway Spruce	Picea abies
REPLACE	REMOVE	1195	18	PA	22	LANDMARK	Norway Spruce	Picea abies
REPLACE	REMOVE	1196	7	RP	18		Black Locust	Robinia pseudoacacia
REPLACE	REMOVE	1199	8	RP	18		Black Locust	Robinia pseudoacacia
REPLACE	REMOVE	2838	11	RO	18		Red Oak	Quercus rubra
REPLACE	REMOVE	2839	13	RO	18		Red Oak	Quercus rubra
REPLACE	REMOVE	2840	22	RO	18	LANDMARK	Red Oak	Quercus rubra
REPLACE	REMOVE	2841	18	RO	18	LANDMARK	Red Oak	Quercus rubra
REPLACE	REMOVE	2842	7	SH	18		Shagbark Hickory	Carya ovata
REPLACE	REMOVE	2843	7	SH	17		Shagbark Hickory	Carya ovata
REPLACE	REMOVE	2850	9	PA	17		Norway Spruce	Picea abies
REPLACE	REMOVE	2851	8	PS	16		Wild Black Cherry	Prunus serotina
REPLACE	REMOVE	2852	10	PA	17		Norway Spruce	Picea abies
REPLACE	REMOVE	2853	7	PA	18		Norway Spruce	Picea abies
REPLACE	REMOVE	2854	26	NM	17		Norway Maple	Acer platanoides
REPLACE	REMOVE	2855	13	OV	18	LANDMARK	American Hophornbeam	Ostrya virginiana
REPLACE	REMOVE	2857	13	NM	20		Norway Maple	Acer platanoides
REPLACE	REMOVE	2883	26	SH	18	LANDMARK	Shagbark Hickory	Carya ovata
REPLACE	REMOVE	2884	16	RO	18	LANDMARK	Red Oak	Quercus rubra

TOTAL WOOLAND OR LANDMARK TREE REMOVAL = 241" DBH



NON-FEASIBLE ALTERNATIVE PLAN
SCALE: 1"=50'

THIS PLAN SHOWS A NON-FEASIBLE ALTERNATIVE LAYOUT THAT SAVES FIVE LANDMARK TREES IN THE MIDDLE OF THIS SITE. THIS PLAN IS NOT FEASIBLE SINCE IT HAS SOME SPACES THAT ARE REQUIRED TO FULLY ADDRESS THE PARKING NEEDS OF THE CHALMERS PLACE RETAIL CENTER. LANDMARK TREES 2855 AND 2854 WILL BE REMOVED IN ANY PLAN SCENARIO DUE TO GRADING AND DRIVE ALIGNMENT REQUIREMENTS.

REVISIONS

03	4/24/12	JTS	REVISED PER CITY COMMENTS
02	3/27/12	JTS	REVISED PER CITY COMMENTS
01	03/08/12	JTS	REVISED PER CITY COMMENTS
		US	DATE BY DESCRIPTION

CAUTION!
THE LOCATIONS AND ELEVATIONS OF EXISTING UNDERGROUND UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. NO GUARANTEE IS MADE FOR THE ACCURACY OF THESE UTILITIES. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR DETERMINING THE EXACT UTILITY LOCATIONS AND ELEVATIONS PRIOR TO THE START OF CONSTRUCTION.

THIS DRAWING AND DESIGN ARE THE PROPERTY OF PROFESSIONAL ENGINEERING ASSOCIATES, INC. AND THEY ARE NOT TO BE USED, REPRODUCED, COPIED, OR WHOLE OR IN PART, OR USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN CONSENT OF PROFESSIONAL ENGINEERING ASSOCIATES, INC. ALL COMMON LAW RIGHTS OF COPYRIGHT AND INVENTION ARE HEREBY SPECIFICALLY RESERVED. © 2011 PROFESSIONAL ENGINEERING ASSOCIATES, INC.

CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND PROPERLY THAT THE REQUIREMENT SHALL BE MADE TO APPLY CONTRACTORS AND NOT BE LIMITED TO NORMAL WORKING HOURS AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO OBTAIN, MAINTAIN AND HOLD DESIGN PROFESSIONAL LIABILITY FROM ANY AND ALL LIABILITY, REAL OR ALIEN, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT EXCEPT LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE DESIGN PROFESSIONAL.

3 FULL WORKING DAYS BEFORE YOU DIG CALL

811
Know what's below
Call before you dig
MISS DIG System, Inc.
1-800-482-7171 www.missdig.net

PEA

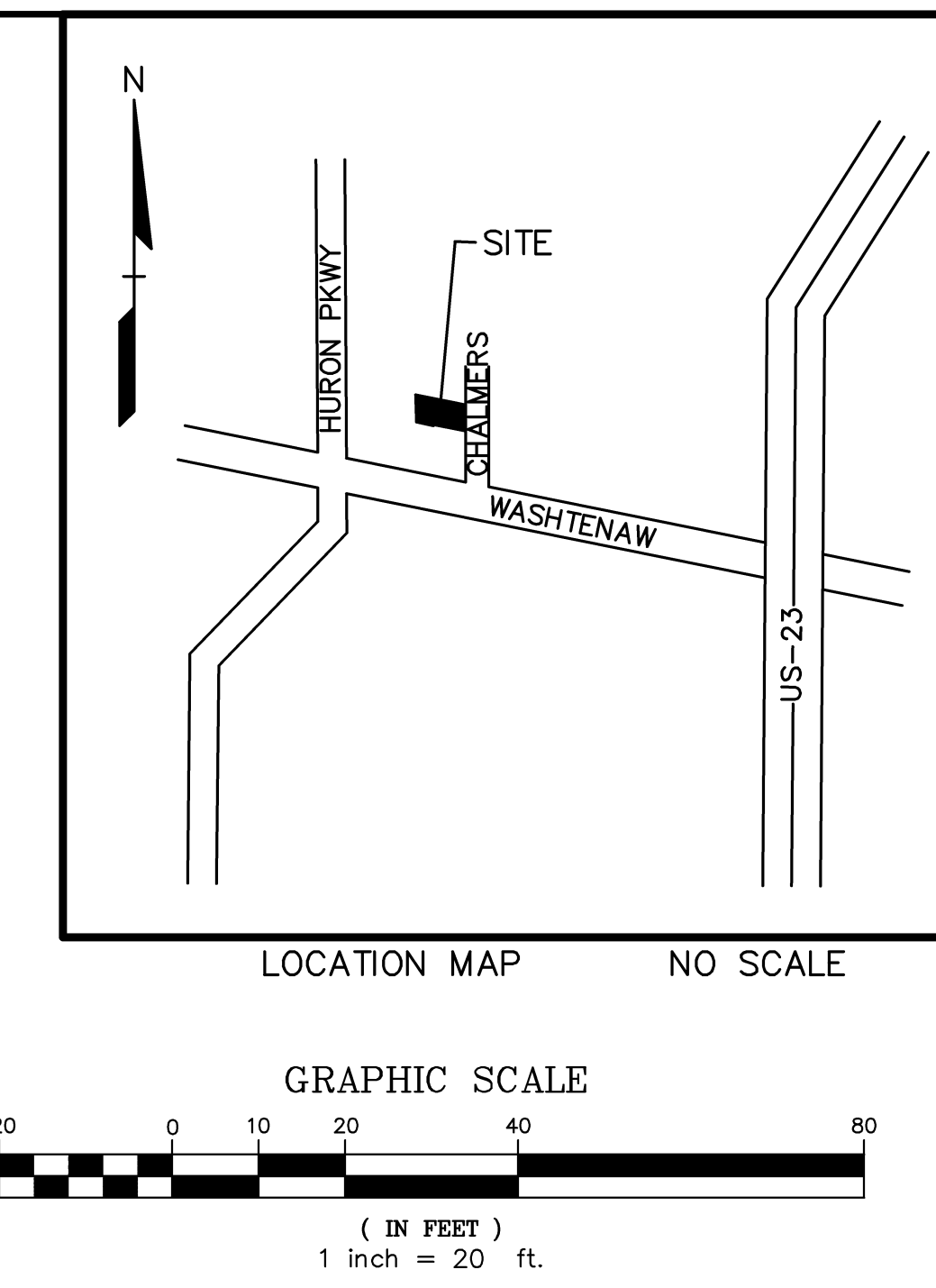
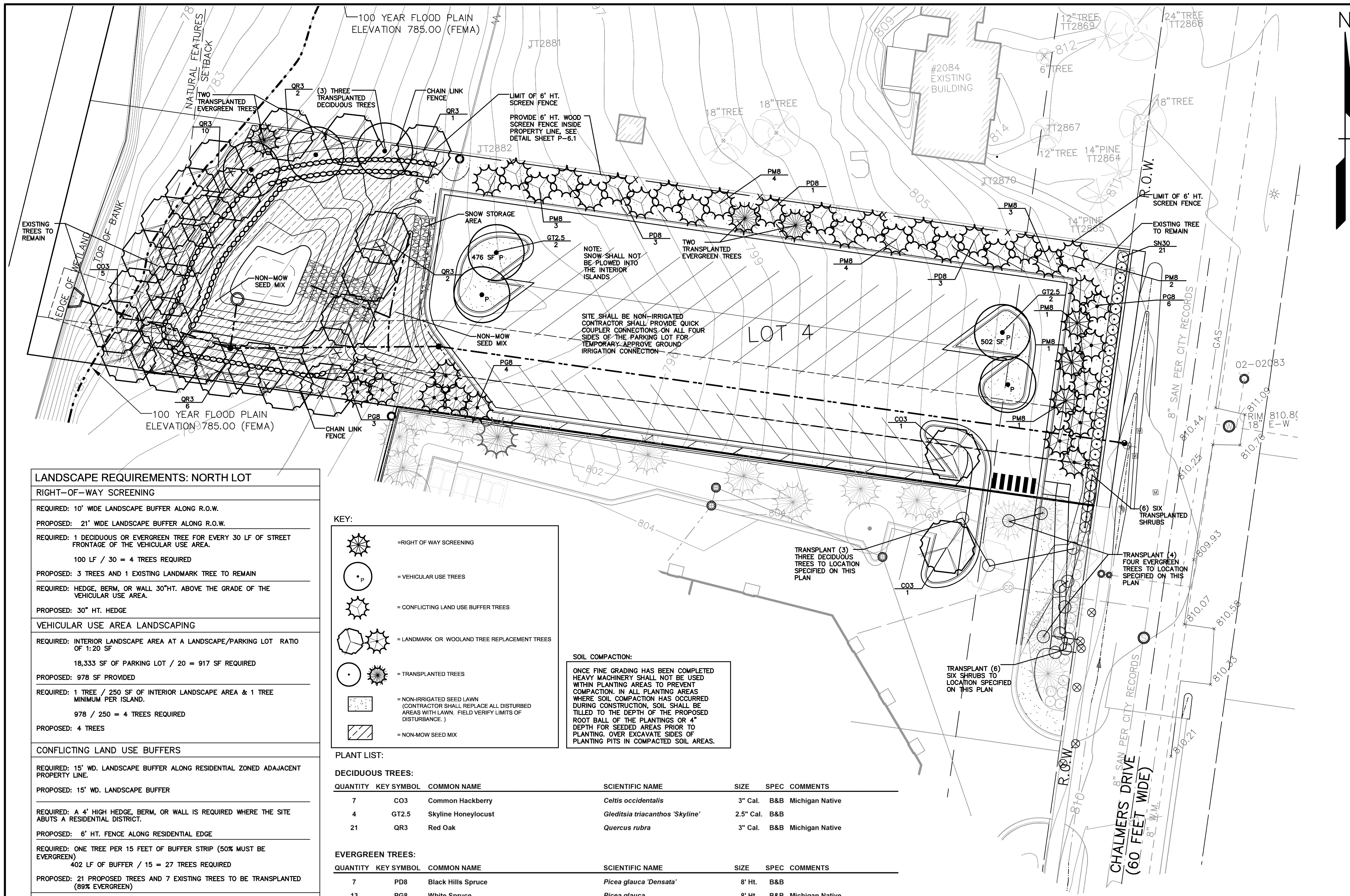
PROFESSIONAL ENGINEERING ASSOCIATES
2900 E. GRAND RIVER AVE.
HOWELL, MI 48843
Phone: (517) 546-8583
Fax: (517) 546-8973
website: www.peainc.com

L.P.N. PROPERTIES, L.L.C.
5000 E. GRAND RIVER AVE.
HOWELL, MICHIGAN 48843

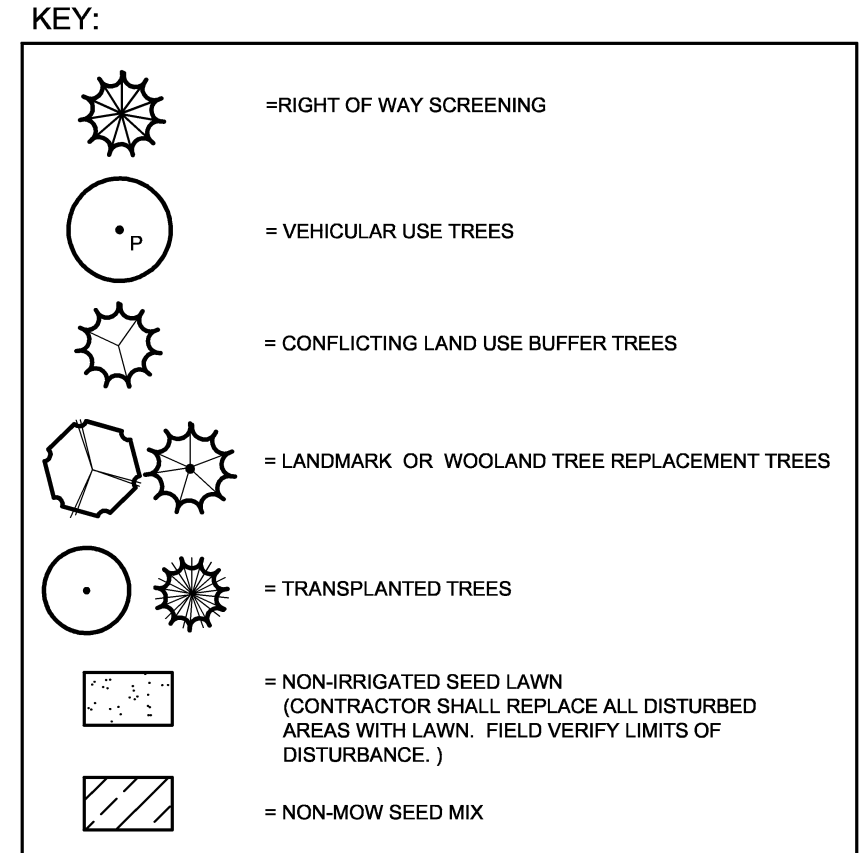
NATURAL FEATURES IMPROVEMENTS
CHALMERS PLACE EMPLOYEE PARKING LOT IMPROVEMENTS
2090 CHALMERS DRIVE
ANN ARBOR, WASHENAW COUNTY, MICHIGAN

DES. JC SUR. PEA P.M. JTS
DN. RMS

ORIGINAL ISSUE DATE: FEB. 23, 2012
PEA JOB NO. 2011-119
SCALE: 1"=20'
DRAWING NUMBER: **L-1.0**



- ### LANDSCAPE REQUIREMENTS: NORTH LOT
- RIGHT-OF-WAY SCREENING**
- REQUIRED: 10' WIDE LANDSCAPE BUFFER ALONG R.O.W.
 - PROPOSED: 21' WIDE LANDSCAPE BUFFER ALONG R.O.W.
 - REQUIRED: 1 DECIDUOUS OR EVERGREEN TREE FOR EVERY 30 LF OF STREET FRONTAGE OF THE VEHICULAR USE AREA.
 - 100 LF / 30 = 4 TREES REQUIRED
 - PROPOSED: 3 TREES AND 1 EXISTING LANDMARK TREE TO REMAIN
 - REQUIRED: HEDGE, BERM, OR WALL 30" HT. ABOVE THE GRADE OF THE VEHICULAR USE AREA.
 - PROPOSED: 30" HT. HEDGE
- VEHICULAR USE AREA LANDSCAPING**
- REQUIRED: INTERIOR LANDSCAPE AREA AT A LANDSCAPE/PARKING LOT RATIO OF 1:20 SF
 - 18,333 SF OF PARKING LOT / 20 = 917 SF REQUIRED
 - PROPOSED: 978 SF PROVIDED
 - REQUIRED: 1 TREE / 250 SF OF INTERIOR LANDSCAPE AREA & 1 TREE MINIMUM PER ISLAND.
 - 978 / 250 = 4 TREES REQUIRED
 - PROPOSED: 4 TREES
- CONFLICTING LAND USE BUFFERS**
- REQUIRED: 15' WD. LANDSCAPE BUFFER ALONG RESIDENTIAL ZONED ADJACENT PROPERTY LINE.
 - PROPOSED: 15' WD. LANDSCAPE BUFFER
 - REQUIRED: A 4' HIGH HEDGE, BERM, OR WALL IS REQUIRED WHERE THE SITE ADJUTS A RESIDENTIAL DISTRICT.
 - PROPOSED: 6' HT. FENCE ALONG RESIDENTIAL EDGE
 - REQUIRED: ONE TREE PER 15 FEET OF BUFFER STRIP (50% MUST BE EVERGREEN)
 - 402 LF OF BUFFER / 15 = 27 TREES REQUIRED
 - PROPOSED: 21 PROPOSED TREES AND 7 EXISTING TREES TO BE TRANSPLANTED (89% EVERGREEN)
- LANDMARK TREE REPLACEMENT**
- REQUIRED: REPLACE 7 LANDMARK TREES THAT ARE BEING REMOVED
 - 241" OF TREE X 50% = 120.5" REQUIRED TO BE REPLACED.
 - 120.5" TOTAL / 3" CAL. = 40.1 TREES REQUIRED
 - PROPOSED: 41 MICHIGAN NATIVE TREES



SOIL COMPACTION:

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.

PLANT LIST:

DECIDUOUS TREES:

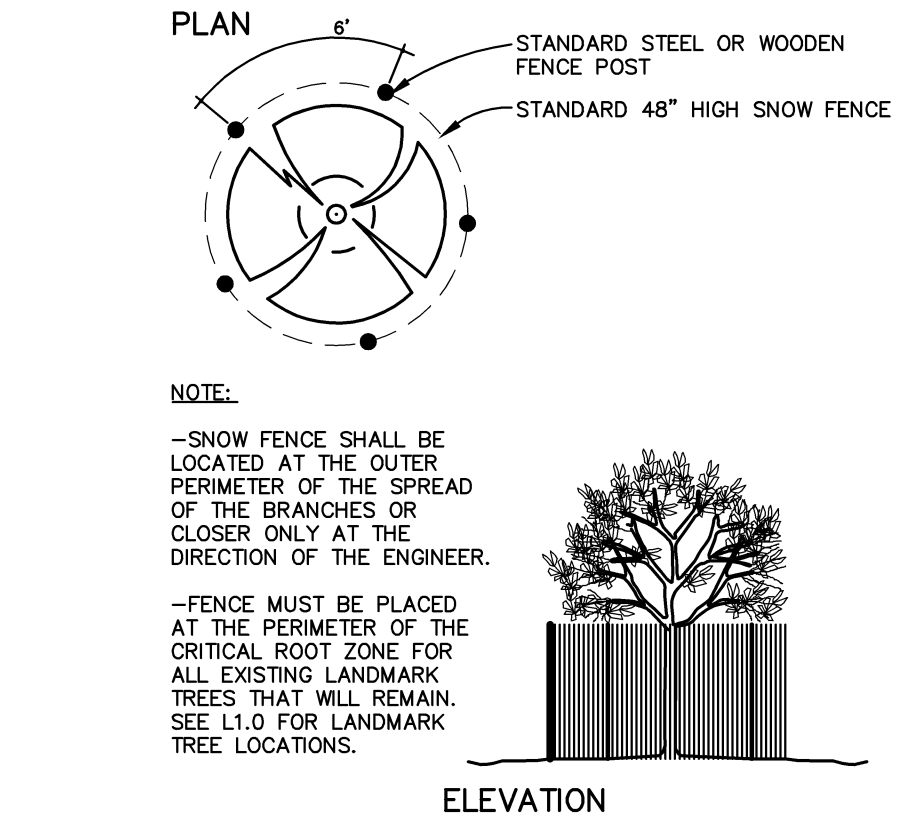
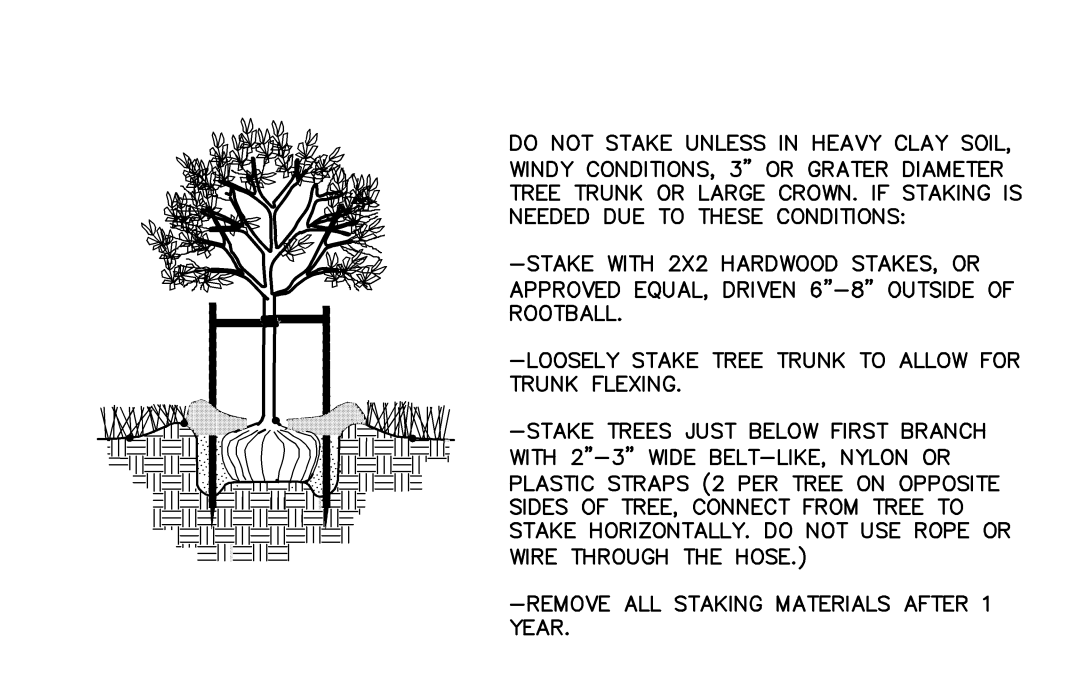
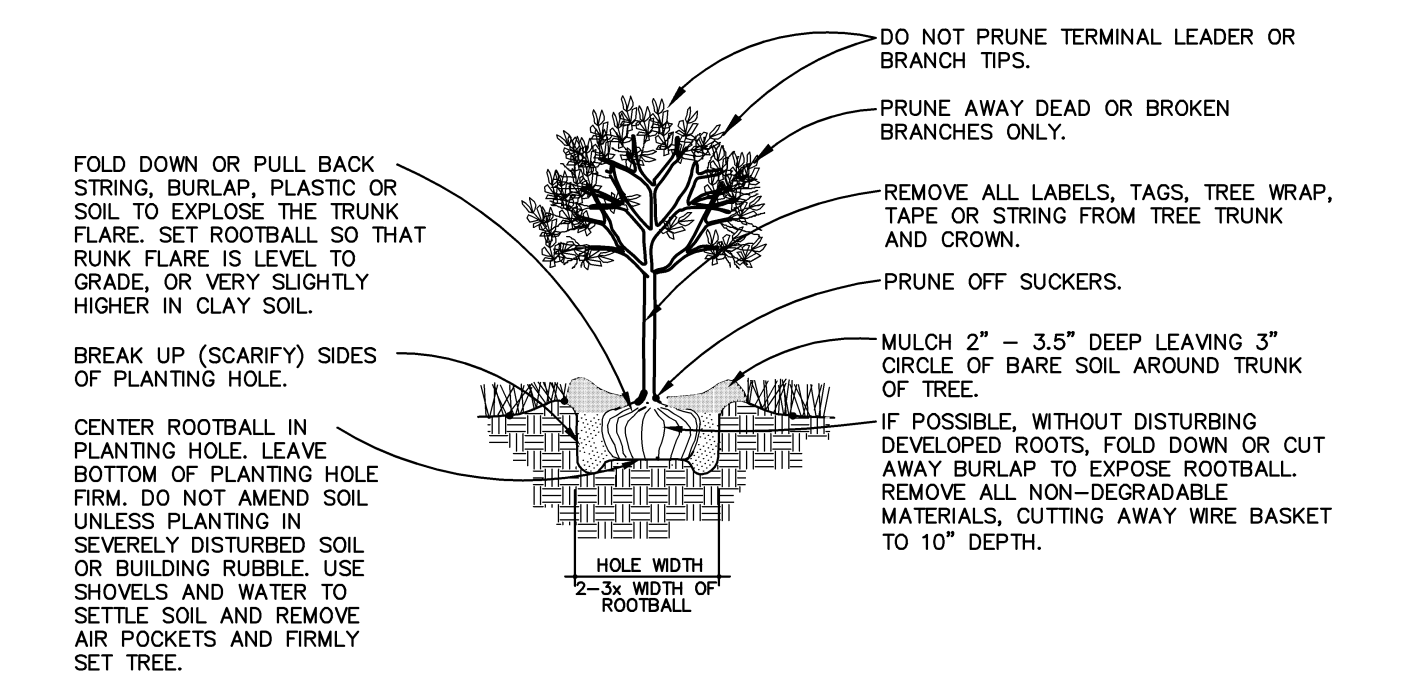
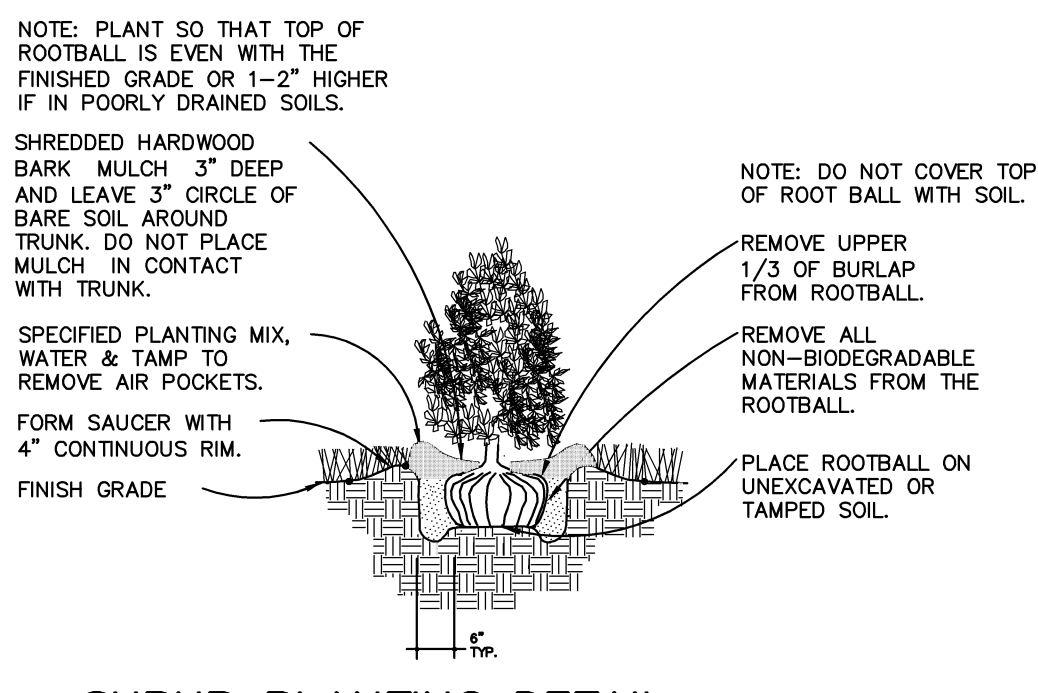
QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC	COMMENTS
7	CO3	Common Hackberry	<i>Celtis occidentalis</i>	3" Cal.	B&B	Michigan Native
4	GT2.5	Skyline Honeylocust	<i>Gleditsia triacanthos 'Skyline'</i>	2.5" Cal.	B&B	
21	QR3	Red Oak	<i>Quercus rubra</i>	3" Cal.	B&B	Michigan Native

EVERGREEN TREES:

QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC	COMMENTS
7	PD8	Black Hills Spruce	<i>Picea glauca 'Densata'</i>	8' Ht.	B&B	
13	PG8	White Spruce	<i>Picea glauca</i>	8' Ht.	B&B	Michigan Native
15	PM8	Douglas Fir	<i>Pseudotsuga menziesii</i>	8' Ht.	B&B	

SHRUB PLANT LIST:

QUANTITY	KEY SYMBOL	COMMON NAME	SCIENTIFIC NAME	SIZE	SPEC	COMMENTS
21	SN30	Snowmound Spirea	<i>Spirea nipponica</i>	30" Ht.	Cont.	



STREET TREE FUND

\$1.30 PER LINEAL FOOT OF STREET FRONTAGE IS REQUIRED TO BE PAID INTO THE STREET TREE FUND.

100 LINEAL FEET OF FRONTAGE

100 X \$1.30 = \$130.00 REQUIRED

- 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.
 - 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 4" shredded hardwood bark mulch, see specifications. Shredded palette and died mulch will not be accepted.
 - All landscaped areas shall receive 3" compacted topsoil.
 - 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.

NO.	DATE	BY	DESCRIPTION
01	10-15-12	JTS	REVISED PER CITY COMMENTS
02	3-21-12	JTS	REVISED PER CITY COMMENTS
03	6-30-11	JTS	REVISED PER OWNER

REVISIONS

CAUTION!
THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE. THE USER SHALL BE RESPONSIBLE FOR VERIFYING THE EXISTING UTILITIES AS SHOWN ON THIS DRAWING ARE ONLY APPROXIMATE.

CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN, INSTALLATION AND MAINTENANCE OF ALL SAFETY DEVICES AND ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THE PROJECT DESCRIBED HEREBY SPECIFICALLY REFERRED. © 2011 PROFESSIONAL ENGINEERING ASSOCIATES, INC.

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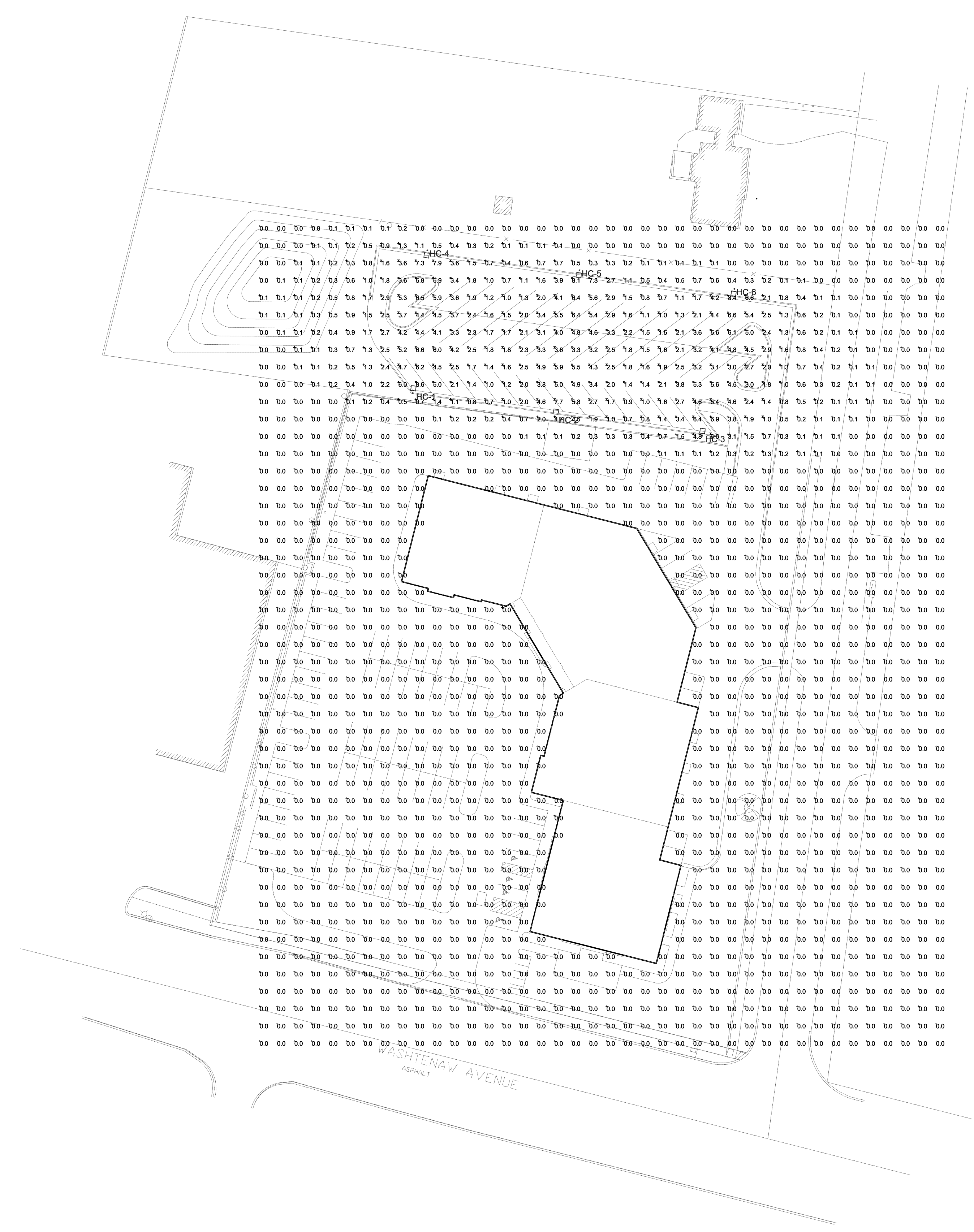
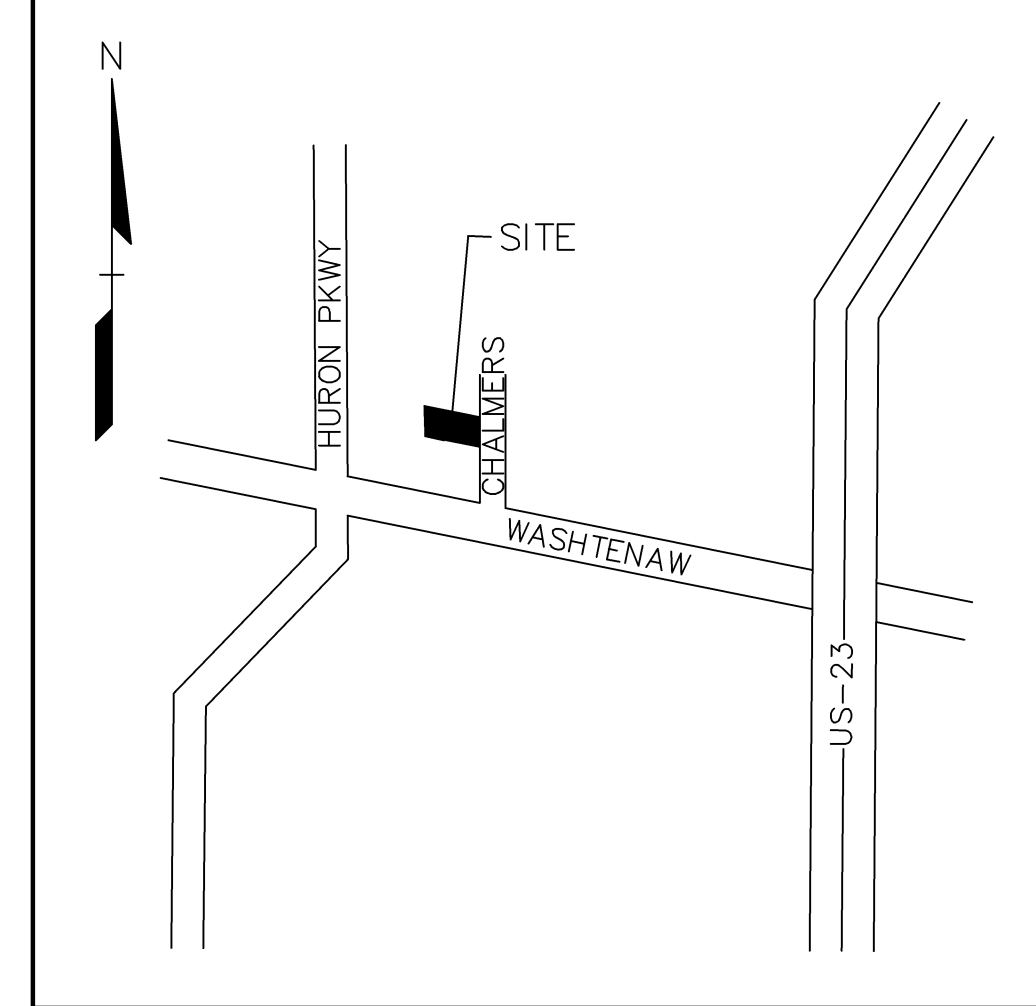
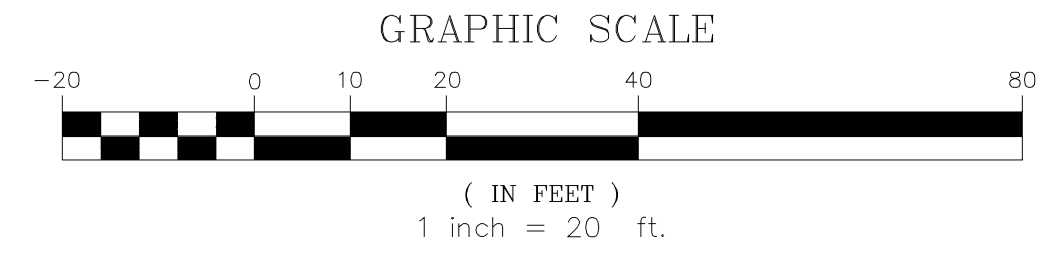
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5000 E. GRAND RIVER AVE.
HOWELL, MICHIGAN 48843

LANDSCAPE PLAN
CHALMERS PLACE EMPLOYEE PARKING LOT IMPROVEMENTS
2080 CHALMERS DRIVE
ANN ARBOR, WASHTEENAW COUNTY, MICHIGAN

DES. JC DN RMS SUR. PEA P.M. JTS
DATE: 03/23/2011 11:19

ORIGINAL ISSUE DATE: FEB. 23, 2012
PEA JOB NO. 2011-119
SCALE: 1" = 20'
DRAWING NUMBER:
L-2.0



Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
□	HC	6	LITHONIA #KSF2 400M R4SC	Specification Area Luminaire, 400W Metal Halide, R4SC Sharp Cutoff Reflector, Full Cutoff MEETS THE 'NIGHTTIME FRIENDLY' CRITERIA	ONE 400 WATT CLEAR ED28 PULSE START METAL HALIDE IN HORIZONTAL POSITION	KSF2_400M_R 4SCies	38000	0.72	456

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
OVERALL SITE	+	0.4 fc	8.6 fc	0.0 fc	N / A	N / A
PARKING VALUES AT GRADE	×	3.1 fc	8.6 fc	0.7 fc	12.3:1	4.4:1

No.	Label	Location		MH	Orientation	Tilt
		X	Y			
1	HC	4448.9	4443.9	17.6	7.7	0.0
2	HC	4531.1	4430.4	17.6	7.7	0.0
3	HC	4615.6	4419.4	17.6	7.7	0.0
4	HC	4457.3	4526.4	17.6	189.2	0.0
5	HC	4545.0	4514.9	17.6	187.8	0.0
6	HC	4634.3	4504.2	17.6	189.2	0.0

NOTES

- SEE MH COLUMN OF LUMINAIRE LOCATIONS FOR MOUNTING HEIGHTS.
- SEE LUMINAIRE SCHEDULE FOR LIGHT LOSS FACTORS.
- CALCULATIONS ARE SHOWN IN FOOTCANDLES AT GRADE.

THE ENGINEER AND/OR ARCHITECT MUST DETERMINE APPLICABILITY OF THE LAYOUT TO EXISTING / FUTURE FIELD CONDITIONS. THIS LIGHTING LAYOUT REPRESENTS ILLUMINATION LEVELS CALCULATED FROM LABORATORY DATA TAKEN UNDER CONTROLLED CONDITIONS IN ACCORDANCE WITH ILLUMINATING ENGINEERING SOCIETY APPROVED METHODS. ACTUAL PERFORMANCE OF ANY MANUFACTURER'S LUMINAIRE MAY VARY DUE TO VARIATION IN ELECTRICAL VOLTAGE, TOLERANCE IN LAMPS, AND OTHER VARIABLE FIELD CONDITIONS. MOUNTING HEIGHTS INDICATED ARE FROM GRADE AND/OR FLOOR UP. GBA DOES NOT ACT AS THE CIVIL OR STRUCTURAL ENGINEER AND DOES NOT DETERMINE BASE REQUIREMENTS. POLES SPECIFICATIONS ARE NOT INCLUDED WITH EXTERIOR LIGHTING PHOTOMETRIC ANALYSIS. THESE LIGHTING CALCULATIONS ARE NOT A SUBSTITUTE FOR INDEPENDENT ENGINEERING ANALYSIS OF LIGHTING SYSTEM SUITABILITY AND SAFETY. THE ENGINEER AND/OR ARCHITECT IS RESPONSIBLE TO REVIEW FOR MICHIGAN ENERGY CODE AND LIGHTING QUALITY COMPLIANCE.

OVERALL SITE VALUES AT GRADE

PREPARED BY:
GASSER BUSH
ASSOCIATES

NO.	DATE	BY	DESCRIPTION
01	6-30-11	JTS	REVISED PER CITY COMMENTS
02	3-21-12	JTS	REVISED PER CITY COMMENTS
03	4-24-12	JTS	REVISED PER CITY COMMENTS

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5000 E. GRAND RIVER AVE.
HOWELL, MICHIGAN 48843

PHOTOMETRIC PLAN
CHALMERS PLACE EMPLOYEE PARKING LOT IMPROVEMENTS
2080 CHALMERS DRIVE
ANN ARBOR, WASHTEAW COUNTY, MICHIGAN

DES. JC DN RMS SUR. PEA P.M. JTS
© 2011-2012, 2011-2011-19 CHALMERS PLACE PARKING - 013206 SITE PLAN (P-7.0) PHOTOMETRIC AND Dwg.

ORIGINAL ISSUE DATE: FEB. 23, 2012
PEA JOB NO. 2011-119
SCALE: 1" = 40'
DRAWING NUMBER:
P-7.0

**MINUTES OF THE NEIGHBORHOOD MEETING
CHALMERS PLACE
REZONING 2090 CHALMERS DRIVE FROM RESIDENTIAL TO PARKING
JANUARY 9, 2012**

Meeting started at approximately 6:30 pm.

In attendance were 15 neighborhood citizens along with the following representatives of Chalmers Place.

Len Nadolski – Property Owner
Kevin Travers – Property Manager
Kathy Kaminsky – Owners Assistant
Jeff Smith – Architect (PEA) Professional Engineering Associates
Matt Berke – Broker Beale Group

Kevin Travers welcomed all the neighbors to the meeting.

Mr. Travers proceeded to present a Power Point Presentation of the project that showed both the existing site plan showing the 88 parking places as well as the drawings of the parking expansion directly behind the existing center known as 2090 Chalmers Drive. Presentation consisted of architectural drawings of the proposed parking lot as well as aerial photos of the property. Once the presentation was complete, we opened the meeting up to discussion and questions. The following is a list of those questions, and the corresponding answers.

Question (Q): Is the Vitamin Shoppe still a tenant in the center?

Answer (A): Yes, they are a corporate tenant who have expressed concern with both the lack of parking and the fact that the center is nearly half empty.

We then proceeded to show the neighbors in attendance the current vacancy in the building and the effect that the current parking has on our existing tenants as well as the constraints it is causing us to have in attracting new tenants. We went on to explain the effect that the number of spots currently needed for employees of the center really limits the amount of available parking for customers during peak times of the day.

Q: What is the parking per square foot ratio?

A: Our architect answered approximately 300 sq. ft. to 1 parking space.

We have 88 spaces and are allowed up to 100.

Q: Why did you build so big? Why didn't you build a smaller center?

A: We explained that we built the center to fit the existing site, maximize our square footage and lived within the city ordinance as it pertained to the set backs for the property which have changed since built the center. New set backs may have allowed for additional parking, but that was not possible at the time. We also explained that even with smaller center, the square footage

would dictate the number of spaces that the center would be allowed under the city ordinance and codes.

Q: What's your reason for late mailing?

A: The city inadvertently sent us the wrong mailing list, to which they in turn sent the correct one out on their own once we made them aware of the problem.

Q: Who are new tenants?

A: Our broker (Beale Group) explained that we have many active tenants interested in the center but that parking always seems to be reason as to why negotiations do not progress as they are very concerned about the existing parking given the center is only at 50% occupancy.

We then presented drawings of the "new" proposed employee parking area, lighting plan, and the drainage system for water run off.

Q: How much light will escape the property?

A. We showed in the lighting exhibit that virtually no light will escape the property based on the type of light poles we would be installing and that the slope of the property sets it almost 20 feet below Chalmers Drive on the west end of the property.

Q: About hours of operation for future tenants

A. We explained that we could not give them an exact answer due to the fact we have no idea who those future tenants may be but that they most likely would not be later than the current tenants who are open until 10:00 PM.

Q: Was asked about employees using alternative transportation so parking wouldn't be an issue (bus, bike, etc.).

A: We explained that we can not mandate that tenants use bus or bikes, but said that most people if they lived close enough may opt for alternate transportation, and that some of these corporate tenants dictate where employees park.

Q: What are metal gates for, and due they have to be left open?

A: We explained that since we owned the property behind the center, we installed gates on the western portion of the fencing so that during heavy snow falls we push snow through the gates so that large snow piles do not take up anymore available parking spots.

Q: What would be the procedures for making employees park in the employee designated parking area?

A: We explained that we have provisions in our existing leases and would add language to all future leases that mandates that employee's park in this designated area. We also discussed possible stickers for employee cars as well as clearly marking the parking lot as for employees of Chalmers Place parking ONLY.

Q: Can we post hours for parking?

A: We did not think that we would be able to do that due to the fact we don't know who our future tenants might be, but agreed to look into posting signs that read "NO ALL NIGHT

PARKING, VIOLATORS WILL BE TOWED AWAY” and also post that the parking lots are being monitored by electronic surveillance.

Q: What about vagrants or homeless people hanging out in the parking lot?

A: We explained that a well lit area will be less attractive to those kinds of people as opposed to the vacant lot that sits there now. With the proper lighting, signage, and video surveillance, these types of issues would be mitigated.

Q. What is the next step in the process?

A: We explained that we would produce minutes from the meeting and make them a part of our formal application to the City of Ann Arbor. We will e-mail them with any further information we have regarding the City of Ann Arbor meetings. They can also check on the City of Ann Arbor website and the local newspaper.

Overall, the meeting was very positive, with very few concerns or comments, and appears we had the overall support of these neighbors. They thought that given everything that we laid out that this was well thought out and really took the neighborhood into consideration when developing our plans.

They did however make it clear that they did not like Jimmy John’s delivery drivers (not their sandwiches) and we have offered to get a letter of complaint drawn up so that they could sign and we would then forward to their corporate offices on their behalf.

Meeting ended at approximately 8 pm.

LPN Properties, LLC/Chalmers Place Retail Center

Neighborhood Meeting Sign-in Sheet

Redevelopment of 2090 Chalmers Drive, Ann Arbor Mi. 48104

January 9th, 2012 at 6:30 PM Meeting Location 3365 Washtenaw Ave Ann Arbor, MI. 48104

Name: First, Last	Street Address	Phone Number	Email Address
ELLEN DYER	2085 CHALMERS DR	734-973-7343	emdye5103@sbcglobal.net
MARSHA BRASHERS	2093 Chalmers	734-646-2919	manahabrashears@yahoo.com
Muchine Gonzalez	2091 Chalmers		
Jill Sweeten	11 11		
Bob Krochmal	320 Martin, suite 100, Birmingham	248-867-3304	Bob.K@Surnow.com
John Megahan	2030 Chalmers Dr.	734-975-0647	megaj@umich.edu
Anna M. Kamin	2050 CHALMERS	734 975-0647	
Xuegeng Zhu	1660 Meadowside	734-272-4427	xgzhus@yahoo.com
Dou Mae Mullan	2020 Chalmers	734-977-6155	donmamu@gmail
Lieveka Schays	2087 Chalmers	734-576-5231	liveschays@gmail.com
MAZZANI Richard	1615 Meadowside	---	rmazzani@att.net
Nina Homel	3473 Woodstock	369-2499	homel@provide.net

LPN Properties, LLC/Chalmers Place Retail Center

Neighborhood Meeting Sign-in Sheet

Redevelopment of 2090 Chalmers Drive, Ann Arbor Mi. 48104

January 9th, 2012 at 6:30 PM Meeting Location 3365 Washtenaw Ave Ann Arbor, MI. 48104

Name: First, Last	Street Address	Phone Number	Email Address
Jan Ulrich	3544 Oakwood		
Michael Ruddy	3411 Washtenaw	971-0484	mroddy@pursuesannarbor.com
Lois Kamei	2070 Chalmers	734-272-1372	mgsaishka@aol.com



Ann Arbor Transportation Authority
2700 South Industrial Highway
Ann Arbor, Michigan 48104
734.973.6500 734.973.6338 F
theride.org

November 23, 2011

Kevin Travers
Property Manager
Chalmers Place Retail Center
LPN Properties LLC
5000 E. Grand River
Howell, MI. 48843

Dear Mr. Travers,

Thank you for contacting me about the possibility of using a portion of new parking at Chalmers Place Retail Center at 3365 Washtenaw Avenue in Ann Arbor for parking for commuters to access bus service operated by the Ann Arbor Transportation Authority (AATA).

The AATA is working to provide park and ride opportunities in a number of existing parking lots along Washtenaw Avenue between Ypsilanti and Ann Arbor with the goal of providing 150-200 commuter parking spaces. The new parking at Chalmers Place would be a valuable addition for this effort. There is already a bus stop adjacent to this property, and while the proposed parking is about 300' from Washtenaw Avenue, it appears that a good pedestrian path can be provided.

We look forward to working with you if the new parking is constructed. If you have any questions or need additional information, please contact me at (734) 794-1850 or cwhite@theride.org

A handwritten signature in black ink, appearing to read 'Chris White'.

Chris White
Manager of Service Development



JANIS A. BOBRIN

WATER RESOURCES COMMISSIONER
705 North Zeeb Road
P.O. Box 8645
Ann Arbor, MI 48107-8645

email: drains@ewashtenaw.org
<http://drain.ewashtenaw.org>

April 17, 2012

DENNIS M. WOJCIK, P.E.
Chief Deputy Water Resources
Commissioner

DANIEL R. MYERS, P.E.
Director of Public Works

Telephone 734.222.6860
Fax 734.222.6803

Mr. Jonathan Curry, PE
PEA
2900 E. Grand River
Howell, MI 48843

RE: Chalmers Place parking lot, Chalmers Drive,
City of Ann Arbor, WCWRC project no.
1423

Dear Mr. Curry:

This office has reviewed the site plans for the above referenced project to be located in the City of Ann Arbor. These plans have a job number of 2011-119, a date of February 23, 2012, and a complete submittal was received on April 10, 2012. As a result of our review, we would like to offer the following comments:

1. A drain use permit application and affidavit of pollution prevention should be completed and submitted to our office with the next submittal.
2. The engineer's certificate of outlet, accompanied by corresponding documentation and calculations, should be submitted to our office for review.
3. The fencing around the detention basin needs to a minimum five feet in height.
4. The retaining walls located within the detention basin are not allowable under our rules and should not be used.
5. An emergency overflow channel, preferably 0.5 to 0.75 feet above the 100-year storm elevation, should be included with an unimpeded route to the receiving channel.
6. A drainage area map should be included with the plan set.
7. The soil borings for the site, particularly in the vicinity of the detention basin, should be included in the submittal for our review.
8. The proposed contours on the grading plan should be clearly labeled. I had some difficulty in determining the height of the berm around the basin and whether there is at least one foot of freeboard above the 100-year storage elevation.
9. The minimum discharge time of 24 hours is not being met for the first flush storm. Please note that if an orifice less than 0.75" is required to meet this standard the first flush storm can be detained indefinitely.
10. A four foot safety shelf, located one foot below the water, is required for basins that permanently retain a water level.
11. The easement for the Pittsfield – Ann Arbor Drain should be shown on the plan drawings.
12. Current review fees total \$380.00, with no outstanding balance. Please remit these fees upon receipt of the accompanying invoice.

Office Open Week Days From 8:30 A.M. to 5:00 P.M.

Mr. Curry
Chalmers Place parking lot
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At your convenience please send us a complete set of revised plans and the additional information requested above so that we may continue our review. If you have any questions, please contact our office.

Sincerely,



Scott Miller, P.E.
Storm Water Engineer
(permits\chalmers place rev1)

cc: Brian Slizewski, City of Ann Arbor Development Services