

**Gale, Mia**

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**From:** Julie Ritter <ritter.julie@gmail.com>  
**Sent:** Friday, June 21, 2019 4:01 PM  
**To:** CityCouncil; Planning; Bethany Osborne; Christine Crockett; David Kennedy; Elleanor Crown; Ilene Tyler; Jeff Crockett; Lars; Nick Coquillard; Detter, Ray; Steve Kaplan; Susan Wineberg; Lazarus, Howard  
**Subject:** Short Term Rentals - 2 articles

There seems to be an avalanche of articles these days about all those topics so dear to us.

Here are two good articles about short term rentals. In the EU, there are ten cities asking the EU for help with AirBnB!

Wish I could be like Mike Allen on Axios and give you a number of minutes to read. Not too many.

<https://www.usnews.com/news/cities/articles/2019-05-02/airbnbs-controversial-impact-on-cities>

<https://www.theguardian.com/cities/2019/jun/20/ten-cities-ask-eu-for-help-to-fight-airbnb-expansion>

To add to your reading list in your copious spare time!

Wishing all a great weekend!

Julie Ritter

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Have the courage to make your life a blessing - The Siddur

**Gale, Mia**

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**From:** Christine Crockett <christinecrockett8@gmail.com>  
**Sent:** Friday, June 21, 2019 6:34 PM  
**To:** Julie Ritter  
**Cc:** Bethany Osborne; CityCouncil; David Kennedy; Eleanor Crown; Ilene Tyler; Jeff Crockett; Lars; Lazarus, Howard; Nick Coquillard; Planning; Detter, Ray; Steve Kaplan; Susan Wineberg  
**Subject:** Re: Short Term Rentals - 2 articles

As was stated in the first article, it's the really rich who profit from the Air BnB situation. Mostly it displaces people.

Chris

On Fri, Jun 21, 2019 at 4:01 PM Julie Ritter <ritter.julie@gmail.com> wrote:

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Julie Ritter

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Have the courage to make your life a blessing - The Siddur

Gale, Mia

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**From:** Julie Ritter <ritter.julie@gmail.com>  
**Sent:** Monday, June 24, 2019 10:48 PM  
**To:** CityCouncil; Taylor, Christopher (Mayor); Lazarus, Howard; Hall, Jennifer; Pollay, Susan; Petersen, Sally; Crawford, Tom; Delacourt, Derek; Lenart, Brett; Planning; DiLeo, Alexis; Cheng, Christopher; Kahan, Jeffrey; Barrett, Jon; Kowalski, Matthew; Thacher, Jill; Larry Eiler; Bethany Osborne; Christine Crockett; David Kennedy; Elleanor Crown; Ilene Tyler; Jeff Crockett; Lars; Nick Coquillard; Detter, Ray; Steve Kaplan; Susan Wineberg; Tyler, Norm (DGT); Jeannine Palms (jeannine@wetmeadow.org); Dianne Brainard (diajack@comcast.net); Lorri Sipes (Lorridsipes@gmail.com); Wendy Carman; Vivienne Armentrout; Tom Stulberg; Bannister, Anne; Hayner, Jeff  
**Subject:** Innovations in Inclusive Housing - A Must Read

Dear Council, City Administrators, Staff, Planning Department, Economic Development, Housing, DDA, in fact any and everyone interested,

I am sending you all this link to a google doc from Dan Wu about the new universe of alternative ways of providing affordable housing.

Dan Wu is a graduate of Harvard Law and a couple of other places. He puts out a newsletter about new approaches to inclusive housing.

He recently published an article about the over 200 companies and start-ups across the country engaging in these **alternatives to “market forces”**.

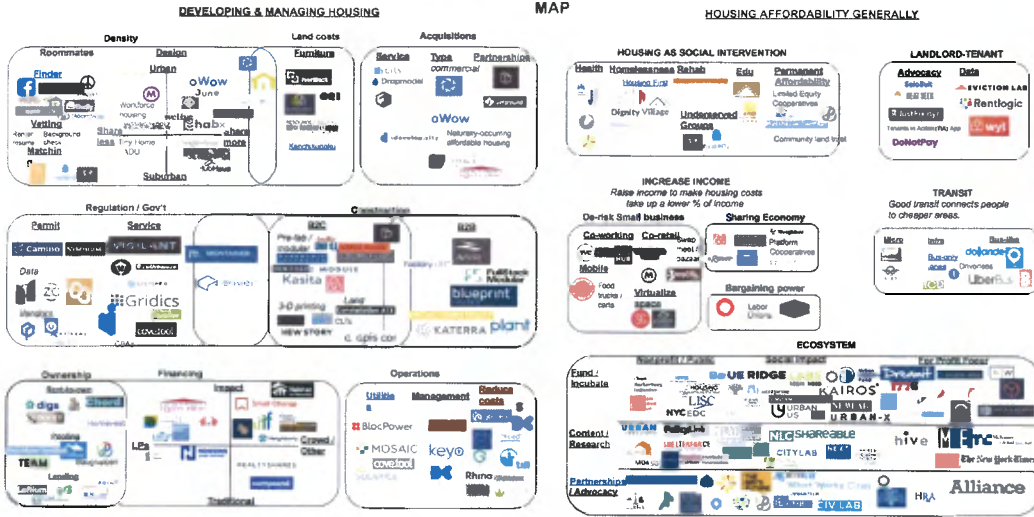
This document appears in two sections as articles in the May 13 and May 14 issues of TechCrunch’s pay-to-view version, “Extra Crunchy”. I originally read it on someone else’s computer at their suggestion. But in that format, it is impossible to link to, print, download, or connect to in any way except to pay for it.

I asked Mr. Wu if he had any other format available to share electronically and he sent me this link:

<https://docs.google.com/document/d/1-AAN1vQflxdimK5P5095E5RTFt-eockQ40kVaMd8PTo/edit?usp=sharing>

For a quick overview, here is the image of the Inclusive Housing Innovation Map from his article showing the new universe of alternative funding, construction cost management, etc. that is taking place in communities across the country.

**INCLUSIVE HOUSING INNOVATION  
MAP**



Once you open the Google Doc with the link, please then click on the link at the top of the document labeled "Inclusive Housing Innovation Map" and you will see a larger and clearer version of this map.

Have fun reading and please try to figure out ways that Ann Arbor can do these things!

Please feel free to share!! I know there are many more people who would love to see this!

Respectfully,

Julie Ritter

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Have the courage to make your life a blessing - The Siddur

**Gale, Mia**

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**From:** Kathleen Hiraga <kathhiraga@gmail.com>  
**Sent:** Tuesday, June 25, 2019 9:29 AM  
**To:** Ramlawi, Ali  
**Cc:** Smith, Chip; Eaton, Jack; Grand, Julie; Ackerman, Zach; Griswold, Kathy; Lumm, Jane; Hayner, Jeff; Bannister, Anne; Taylor, Christopher (Mayor); Nelson, Elizabeth; Planning  
**Subject:** airbnb rental policy

Hello All -

I'm reaching out regarding an issue that I believe Ann Arbor should be addressed immediately.

Short-term **Airbnb rentals** are rampant in residential neighborhoods not zoned for commercial use, and after emailing Lisha Turner-Tolbert, Building and Rental Services Manager regarding this issue, she agreed that the Airbnb market continues to grow at an unprecedented pace. According to her email, it currently falls into a gray area.

I live on Woodland Drive, 48103 Ward 5. I have lived in my house for 5 years, and the house next door to me began renting their entire house out as an Airbnb on June 20th, without the owners on-site or living in the house. The first "guests" were inappropriate and the adjacent neighbors all agreed rentals on the Airbnb site, promoting its services in neighborhood should not be allowed regardless of the soft registration required by owners.

Current legislation in Santa Monica has recently been drafted and enforced in the last few months. Laws the city hope will quell the destruction of a community thanks to short-term rentals. I lived in Santa Monica for 18 years, and it is untenable. 72% of homes in Santa Monica have been converted to short and long term rentals. The vast majority are short-term. I am a native of Ann Arbor, own 2 start-ups and am very concerned that our city could end up like Santa Monica.

I posted on the Dickens Next Door web platform, and here is the link. [https://nextdoor.com/news\\_feed/?post=114766261&comment=264827874&ct=gO-WssaXuuejvc\\_FTYyjIDyhVR5rKr1hVX1L7gGA6bO3d8DoGX7nQss7Tzkg-dd&ec=CUuITXfgC4y3JTZ2xRbYqsCEDVfj1pLaDEEEEO8rW-uw=&lc=6579](https://nextdoor.com/news_feed/?post=114766261&comment=264827874&ct=gO-WssaXuuejvc_FTYyjIDyhVR5rKr1hVX1L7gGA6bO3d8DoGX7nQss7Tzkg-dd&ec=CUuITXfgC4y3JTZ2xRbYqsCEDVfj1pLaDEEEEO8rW-uw=&lc=6579)

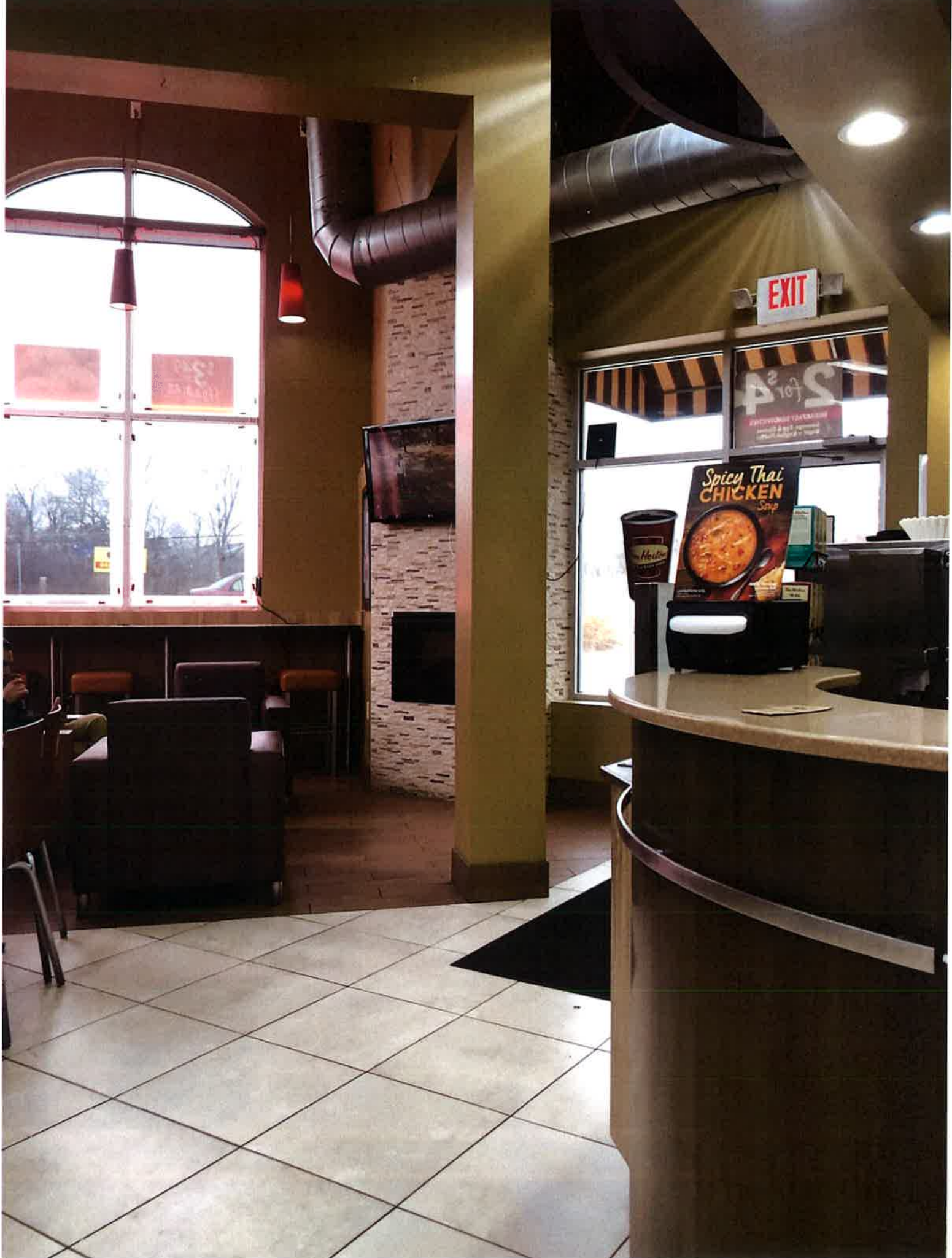
The Dickens post motivated a small team of us to launch a website to gather petitions that will move the city to a next step. The majority of us would like to see an outright ban in residential neighborhoods. Clearly there are differing points of view, pro and con. But the fact that the city of Ann Arbor has not stayed on pace, while policies in some cities all over the world are outright banning the Airbnb platform is not a solution.

I would like to hear from all of you regarding where you stand on this issue, and perhaps meet or chat by phone at your earliest convenience. Ideally a meet-up with the Council group and our to-be-named Airbnb concerned citizen group would be ideal.

Please feel free to reach me here, and we look forward to next steps.

Best,  
Kathleen Hiraga

Kathleen Hiraga  
[kathhiraga@gmail.com](mailto:kathhiraga@gmail.com)





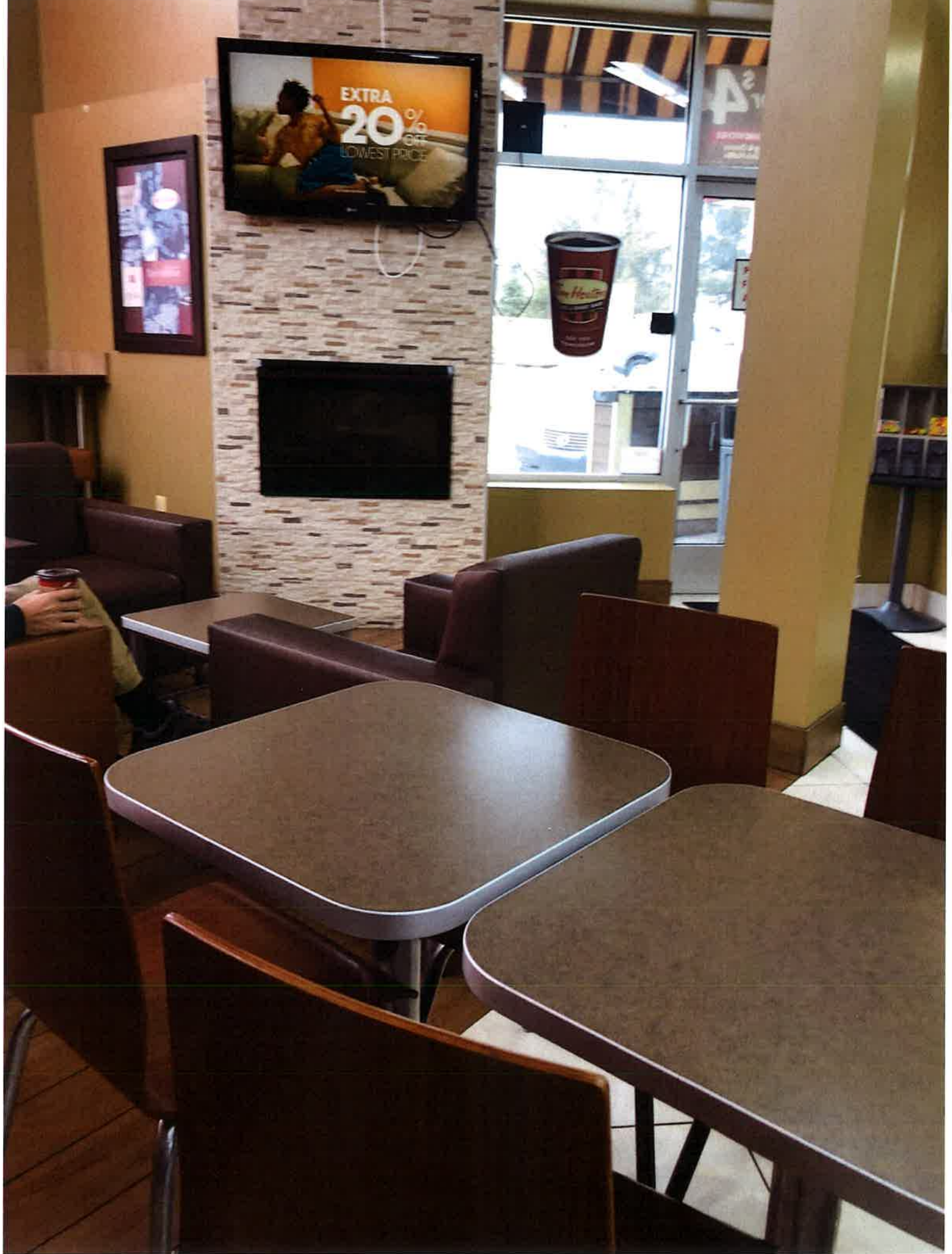


EXIT

4'S  
Spin

Please Use  
Front Door  
After Spin









# Department of Licensing and Regulatory Affairs

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## Bureau of Professional Licensing / Corporations, Securities & Commercial Licensing Bureau

### VERIFY A LICENSE/REGISTRATION

#### Licenses Information

**Name:** NOE, ROBERT JOSEPH  
**Address:** Tecumseh, MI 49286  
**County:** Lenawee

#### Licenses Information

**License Type:** Architect  
**License Number:** 1301025998  
**Specialties:** Lapsed  
**Expirations:**  
**Issue Date:** 12/04/1978  
**Expiration Date:** 10/31/2015

#### Employed/Managed By

**Employer/Manager:**  
**License Number:**  
**Address:**  
**County:**

**SANDRA SORINI ELSER**  
SSORINI@BODMANLAW.COM  
734-930-2495

July 1, 2019

**VIA EMAIL AND FIRST CLASS MAIL**

BODMAN PLC  
SUITE 400  
201 SOUTH DIVISION STREET  
ANN ARBOR, MICHIGAN 48104  
734-930-2494 FAX  
734-761-3780

Christopher Cheng  
City of Ann Arbor Planning and Development Services  
301 E. Huron  
Ann Arbor, Michigan 48104

Re: Shell Station Addition – Eisenhower and Saline-Ann Arbor Road

Dear Mr. Cheng:

On behalf of Cranbrook Village Limited Partnership (“Cranbrook”) I provide the following response (shown in CAPS RED) to Mr. Todd Quatro’s correspondence of June 18, 2019 regarding the additional building and other changes proposed at the Shell Gas Station site located at 2679 Saline-Ann Arbor Road (“Proposed Project”).

A. **Incomplete Information: Parking / Loading / Drive Lanes:**

Attached is a markup of the site plan from the architect for Cranbrook Village, Mark Drane, AIA Leed AP, Principal of Rogvov Architects. Also attached is a summary of our architect’s comments in list form (“List”).

- A. **Incomplete Information:** Of particular note is that the site plan is missing information required for all City of Ann Arbor Site Plan submittals (See or mark up of Sheet C – 1 and the List). This information is required for all Site Plans in order to determine compliance with the City’s minimum guidelines. The Owner should provide the missing dimensional layout, dimensional floor plans, comparison chart and other missing information so the city can determine if all required parking, loading areas and drive lanes are provided.

***Quatro Response (A): C-1 is schematic to scale of the existing site as it sits and as it’s permitted now. It does not require any additional information per City.***

**CRANBROOK REPLY: CITY ORDINANCES TREAT AN AMENDMENT TO AN EXISTING PUD AS A NEW PUD SUBMISSION AND REQUIRE THAT ALL SITE PLAN INFORMATION, BOTH CURRENT AND PROPOSED, BE PROVIDED TO THE CITY FOR REVIEW TO BE SURE IT IS CONSISTENT WITH CITY CODE. THUS,**

July 1, 2019

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**ALL MISSING INFORMATION AS DETAILED IN OUR ARCHITECT'S 3 PAGE SUMMARY MUST BE PROVIDED.**

**IN PARTICULAR WE BELIEVE THE C-1 DRAWING IS NOT TO SCALE AND THERE ARE DISCREPANCIES BETWEEN THE EXISTING SITE PLAN AND WHAT CURRENTLY EXISTS ON THE SITE.**

**B. Parking / Driving Lanes / Traffic:**

- a. We understand from viewing the premises that the Tim Hortons restaurant has 18 restaurant seats, but the parking allocated to existing retail use is only 10 spaces. This is insufficient.

***Quatro Response 2 (a): Your viewing of the premises is not correct. There are indeed only eight seats and a couch area, this area is primarily used for pick up as 90% of the sales are through the drive through for the Tim Hortons, and parking is adequate per City records.***

**CRANBROOK REPLY: PLEASE SEE ATTACHED PHOTOS TAKEN OF THE TIM HORTON'S RESTAURANT IN APRIL 2019. 18 SEATS ARE SHOWN IN THE RESTAURANT AND ADJACENT LOUNGE AREA, INCLUDING SEATS ON THE WINDOW BENCH AND LOUNGE CHAIRS. DURING OUR SITE VISIT WE FOUND THE SITE TO BE CONGESTED AND PARKING LIMITED AND DIFFICULT TO MANEUVER. THE PROPOSED PUMP SPACES ARE NOT SHOWN ON THE SITE PLAN AS REQUIRED. WHEN THESE ARE SHOWN ON THE SITE PLAN WE EXPECT THE SITE CIRCULATION WILL BE CLEARLY INADEQUATE.**

- b. The dimensions of parking and the drive lanes at the pumps are not shown on the plans. We are concerned that there is not enough room for all the parking and drive lanes proposed by the owner, and neither will meet the City's dimensional standards.

***Quatro Response 2 (b): Parking was approved per previous submittal and approval for this area. Once again, this area was previously approved as submitted before construction by the City and their Engineering staff, we are in no way an impact to this area.***

**CRANBROOK REPLY: AS PARKING IS LIMITED AND SITE CIRCULATION CONGESTED, THE CITY MUST CAREFULLY CONSIDER WHETHER THE PROPOSED ADDITION ADEQUATELY ADDRESSES PARKING AND CIRCULATION. WE THINK THE PLANS DO NOT PROPERLY ACCOUNT FOR THIS. NOW IS THE TIME FOR THE CITY TO REQUIRE CORRECTION OF THESE DEFICIENCIES TO ENSURE SAFE USE OF THIS GAS STATION SITE.**

- c. Outdoor sales are not shown on the site plan though the contractor has indicated that some outdoor sales will still occur. Outdoor sales need to be shown on the site plan, and parking for this use added as required by Ordinance.

*Quatro Response 2 (c): Once again, I never indicated there would or wouldn't be outdoor sales, we are the Designer and Contractor not the Operator, any outdoor sales will have to be permitted and approved by the Owner and the City agencies.*

**CRANBROOK REPLY: MY NOTES FROM THE CITIZEN'S PARTICIPATION MEETING INDICATE THAT TODD QUATRO STATED ICE SALES WOULD BE MOVED INDOORS BUT PROPANE SALES WOULD REMAIN OUTSIDE. ANY PROPOSED OUTDOOR SALES NEED TO BE SHOWN ON THE PLAN AND ADEQUATE PARKING PROVIDED.**

- d. The Traffic report is inadequate and contains misstatements.

*Quatro Response 2 (d): Traffic was done by a licensed Professional Traffic Engineer and reviewed by the City as deemed adequate.*

**CRANBROOK REPLY: WE THINK THE TRAFFIC REPORT IS INADEQUATE AS FOLLOWS: THERE IS NO MENTION OF PEAK MORNING TRAFFIC AT THE DRIVE THRU. IF 90% OF THE RESTAURANT BUSINESS IS DONE THROUGH THE DRIVE THRU, THE DRIVE THRU MUST BE ACCOUNTED FOR IN THE TRAFFIC REPORT AND IT IS NOT. THE TRAFFIC REPORT ONLY CONSIDERS MEDICAL-DENTAL USE. TURNING MOVEMENTS AND LO.S. ARE NOT SHOWN ON THE REPORT.**

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3. **Loading areas:** No loading areas are shown on the plans even though a loading area is required by the ordinance. This will require a variance.

***Quatro Response (3): All drawings have been submitted, to the City Engineering and City planning staff and we have met all requirements***

**CRANBROOK RESPONSE: CITY ORDINANCES AND STANDARDS REQUIRE LOADING AREAS. THESE NEED TO BE SHOWN ON THE PLANS OR A VARIANCE OBTAINED. THE LOADING AREAS ARE PARTICULARLY IMPORTANT TO DEAL WITH THE GAS TANKERS AND DELIVERY TRUCKS THAT WILL OTHERWISE BLOCK SITE CIRCULATION. A LOADING AREA WAS PROVIDED IN THE ORIGINAL SITE PLAN BUT HAS NOW BEEN ELIMINATED. THE SHELL STATION IS OPEN 24 HOURS AND TIM HORTON'S 7AM TO 11PM. OFF HOURS FOR LOADING IS NOT POSSIBLE.**

- B. **Fence:** A fence should be added to the site plan along the property line separating the Shell Station from Cranbrook Village.

1. The proposed building is only 4.5 ft. from the property line. There are rear egress doors as required by code, but the plans do not show a rear sidewalk nor concrete landings, nor a fence in this area. The grade in this area steeply slopes down to the Cranbrook Village parking lot, and a fence is needed to protect against potential slip and fall injuries by those exiting the building. This issue was raised during the citizen Participation meeting and the contractor noted in the summary responses that this was a good comment. But still no fence has been added to the site plan.

***Quatro Response B (1): Doors are not required to exit out the rear of the building, although there is a minimum egress distance at this time it is not clear how many tenants will occupy the building one or two in such case, they will have to submit to the Building Department for approval.***

**CRANBROOK RESPONSE: IF REAR EGRESS DOORS ARE NOT REQUIRED, THEY SHOULD BE REMOVED FROM THE PLAN.**

2. Cranbrook has suggested a 5 ft. tall decorative metal fence along the property line to deter unauthorized parking on the

July 1, 2019  
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Cranbrook site and prevent slip and fall accidents. Our architect provided a proposed design. Please see attached design.

***Quatro Response B (2): As discussed at the Citizens Participation Meeting, it is my opinion, that the berm between Cranbrook and the subject property was constructed not in accordance with the city standards. I.e.: Steeper than a 1:3 slope. For this reason, I was in agreement with a 3 ft high decorative metal fence it was not our intent ever to construct a 5 ft tall fence as we feel there would be a garbage trap. Nor, have we ever agreed to construct a fence to Cranbrook's specification. Therefore, it is my suggestion that Cranbrook revisit the berm and reconstruct it properly eliminating the need for a fence.***

**CRANBROOK REPLY: THE BERM WAS NOT DISCUSSED AT THE CITIZEN PARTICIPATION MEETING EXCEPT TO NOTE THE CONCERN FOR PATRONS EXITING THE NEW ADDITION ONLY 4.5 FEET OFF THE PROPERTY LINE.**

**MY NOTES INDICATE THAT MR. QUATRO TOLD ME THAT THE OWNER HAD AGREED TO INSTALL A DECORATIVE METAL FENCE FOR THE FULL LENGTH OF THE PROPERTY LINE AND MR. QUATRO WOULD SEND ME A PROPOSED DESIGN. WE THINK THIS IS A GOOD IDEA AND WILL HELP PREVENT SLIP AND FALL INJURIES WHEN EXITING THE REAR OF THE NEW ADDITION AND DETER UNAUTHORIZED PARKING ON THE CRANBROOK SITE.**

**THE BERM IS PRIMARILY THE RESULT OF THE NATUAL TOPOGRAPHY OF THE PROPERTY, AND AN APPROVED PERMIT WAS ISSUED FOR ITS CURRENT CONFIGURATION IN 1987.**

3. Parking and traffic circulation on the Shell Station site is already congested, and the new building addition will only add to this congestion and cause patrons to park illegally on the Cranbrook site.

***Quatro Response B(3): As the site sits now, we have no patrons parking in Cranbrook's parking lot. We have provided adequate parking in circulation as required by the ordinance.***



**CRANBROOK REPLY: WE DISAGREE THAT ADEQUATE PARKING AND CIRCULATION HAS BEEN PROVIDED. WE EXPECT THE NEW ADDITION WILL CAUSE ILLEGAL PARKING ON THE CRANBROOK SITE.**

4. The fence should be added to the site plan and a note on proper maintenance of the fence by the owner of the Shell Station included in the updated PUD supplemental regulations.

***Quatro Response B(4): See comment #2***

- C. **Lack of Compliance with Ordinances and Supplemental Regulations:** Under the City's Unified Development Code, Section 5.29.6 related to Site Plans, and Section 5.29.10 related to Planned Unit Developments, a proposed site plan and area plan must comply with applicable ordinances, including parking, traffic and pedestrian safety. The latest Site Plan submitted for the Shell Station Addition does not adequately account for the parking needed on site, traffic circulation at the gas station pumps and elsewhere on the site, access to the current and proposed commercial uses, the restaurant and drive through at the site, and pedestrian safety for those exiting the rear of the building.

***Quatro Response: Once again, it seems your opinion of compliance with the ordinance is different than those professionals hired to review the documents. We are in compliance with all aspects of the zoning and have been approved by planning, engineering, drainage, traffic, waste, and fire.***

**CRANBROOK REPLY: AS SET FORTH IN THE DETAILED PLAN REVIEW BY OUR ARCHITECT, THE SHELL STATION PLANS ARE INADEQUATE AND NOT IN COMPLIANCE WITH CITY STANDARDS.**

**AS A NOTE, THE LICENSE FOR THE SHELL STATION ARCHITECT, ROBERT NOE, SHOWS AS LAPSED ON THE STATE WEBSITE. THE CURRENT LICENSE NUMBER AND EVIDENCE OF THE ARCHITECT'S REINSTATEMENT SHOULD BE PROVIDED.**

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**CONCLUSION:**

The Planning Commission and City Council must make findings that the PUD Site Plan (a) includes safe, convenient and well-designed vehicle and pedestrian circulation, (b) does not create a public or private nuisance, and (c) must not be detrimental to the public health, safety and welfare. We think the proposed site plan fails on all three issues.

We remain concerned about the danger to customers or visitors who may find parking at the Shell Station site insufficient, and illegally park on the Cranbrook site and attempt to climb the hill to the Shell Station.

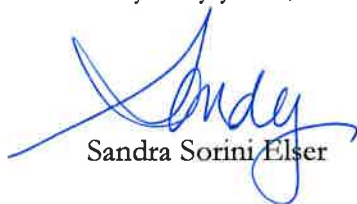
Cranbrook Village believes that the Shell Station Addition should not be considered by the Planning Commission until the concerns outlined above and in our letter of June 13, 2019 have been addressed in a satisfactory manner, including providing all missing information.

We believe a decorative metal fence installed on the Shell Gas Station site along the line separating the Cranbrook site from gas station site will go a long way to discourage illegal parking on the Cranbrook site and potential injury to pedestrians exiting the building addition or climbing the hill.

Thank you for reviewing these issues.

Please contact me if you have any questions.

Very truly yours,



Sandra Sorini Elser

SLS:bk

Enc.

cc: Quatro Construction *via email*  
Ali Arouch *via email*  
Fred Goldberg (*via email* to [fgoldberg@svprt.com](mailto:fgoldberg@svprt.com))  
Tom Goldberg (*via email* to [tgoldberg@svprt.com](mailto:tgoldberg@svprt.com))  
Mark Drane (*via email*)  
Lawrence B. Deitch, Bodman PLC (*via email*)

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Attachments: Photos of Tim Horton's  
LARA Evidence of Architect's lapsed license  
June 12, 2019 Comments from Cranbrook Architect  
Fence Example

Fence Products

x

# Echelon Plus

Montage

Montage Plus

Montage Commercial

Montage Industrial

Montage II

Aegis Plus

Aegis II

Aegis II Xtreme

Echelon

**Echelon Plus**

Echelon II

Stalwart

Stalwart Optima

Stalwart IS

Stalwart II

Impasse II

Matrix



Majestic Style



Available Fence Styles



## Premium Residential & Light Commercial Aluminum Fence

Echelon Plus aluminum fencing is the highest quality residential and light commercial ornamental aluminum fence in the industry. The ForeRunner rail allows this aluminum fence system to follow changes in elevation while maintaining security under the fence. The Echelon Plus also has a good neighbor profile and the look of wrought-iron without the required maintenance of old fashioned wrought-iron and

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Gate Products +

Related Materials +

Bollards & Barriers

The distinguishing feature of the Echelon Plus Puppy Panel dog fence is the narrow space between its pickets. The reduced space of the Echelon Plus Puppy Panel is not only a great alternative for pets but the unique appearance gives a stylish look unknown to traditional ornamental fences.

**Features**

- Internal Locking System
- Reinforced Webbed Rail
- Fully Rakeable Panels
- [Maintenance Free Coating](#)
- Custom Heights Available
- Good Neighbor Profile
- [Limited Lifetime Warranty](#)



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OK

**SANDRA SORINI ELSER**  
SSORINI@BODMANLAW.COM  
734-930-2495

July 11, 2019

***VIA EMAIL AND FIRST CLASS MAIL***

BODMAN PLC  
SUITE 400  
201 SOUTH DIVISION STREET  
ANN ARBOR, MICHIGAN 48104  
734-930-2494 FAX  
734-761-3780

City of Ann Arbor Planning Commissioners  
c/o Planning and Development Services  
301 E. Huron  
Ann Arbor, Michigan 48104

Re: Shell Station Addition – Eisenhower and Saline-Ann Arbor Road

Dear Planning Commissioners:

Our firm represents Cranbrook Village Limited Partnership (“Cranbrook”) regarding the changes proposed at the Shell Gas Station site located at 2679 Saline-Ann Arbor Road (“Project”).

Cranbrook owns the Shopping Center located directly adjacent to the Project on the East and North. We have been following the proposed PUD Site Plan Amendments and have regularly provided our comments and concerns to Mr. Cheng and the Owner.

The owner of the Shell Station site is proposing a 4199 square foot addition to the existing convenience store and Tim Horton’s restaurant, more than doubling the building size.

**PRIOR PUD CONDITIONS:**

The Shell Station was initially approved as a PUD in 2013 with the following Supplemental Regulations, among others:

Parking: Vehicular and bicycle off-street parking shall be provided as required by City Code.

Architectural Design: The exterior site and building features shall be consistent with the following design guidelines, as determined by the Planning Manager:

\*\*\*

Driveways, access points, loading docks and outdoor sales areas shall be located to minimize impact on pedestrians and maintain pedestrian safety, circulation and comfort.

\*\*\*

DETROIT | TROY | ANN ARBOR | CHEBOYGAN | GRAND RAPIDS



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Page 2

**PROJECT INCONSISTENT WITH PRIOR PUD AND CODE:**

We believe that the Project is inconsistent with the 2013 PUD Supplemental Regulations and not in compliance with the Unified Development Code provisions related to PUD and Site Plan Amendments for a number of reasons, including the following:

1. Pedestrian and vehicle circulation on the site is already congested. The Project will significantly add to this congestion.
2. The absence of loading areas, the presence of outside sales, and inadequate parking will adversely affect pedestrian safety, both on site and off site.
3. As outlined in our architect's summary, the site plan is missing crucial information needed to calculate the width of drive lanes and number of parking spaces. We believe much of the information on the site plan is inaccurate, and the parking calculations are wrong.
4. The Traffic Study contains errors as outlined in our architect's narrative of deficiencies.
5. The Owner should install a decorative metal fence along the property line for pedestrian safety and to deter unlawful parking on the Cranbrook site.

The Cranbrook architect prepared a mark up of the site plan noting deficiencies and a narrative of his points. These are attached.

We also note that the Shell Station architect's license has lapsed, bringing into question the credentials of the professionals drafting the site plan.

**FENCE.**

The proposed building is only 4.5 ft. from the property line. There are rear egress doors, but the plans do not show a rear sidewalk nor concrete landings, nor a fence in this area. The grade in this area steeply slopes down to the Cranbrook Village parking lot, and a fence is needed to protect against potential slip and fall injuries by those exiting the building. This issue was raised during the Citizen Participation meeting and the contractor noted in the summary responses that this was a good comment. But still no fence has been added to the site plan.

July 11, 2019

Page 3

Cranbrook has suggested to the Owner a 5 ft. tall decorative metal fence along the property line to deter unauthorized parking on the Cranbrook site and prevent slip and fall accidents.

Parking and traffic circulation on the Shell Station site is already congested, and the new building addition will only add to this congestion and cause patrons to park illegally on the Cranbrook site.

The fence should be added to the site plan and a note on proper maintenance of the fence by the owner of the Shell Station included in the updated PUD Supplemental Regulations.

We ask that the Planning Commission require that a fence be added to the site plan.

**LACK OF COMPLIANCE WITH ORDINANCES AND SUPPLEMENTAL REGULATIONS.**

Under the City's Unified Development Code, Section 5.29.6 related to Site Plans, and Section 5.29.10 related to Planned Unit Developments, a proposed site plan and area plan must comply with applicable ordinances, including parking, traffic and pedestrian safety. The latest Site Plan submitted for the Shell Station Addition does not adequately account for the parking needed on site, traffic circulation at the gas station pumps and elsewhere on the site, access to the current and proposed commercial uses, the restaurant and drive through at the site, and pedestrian safety for those using the site.

As noted above, the PUD Supplemental Regulations require that the driveways, access points, loading docks and outdoor sales minimize impact on pedestrians and maintain pedestrian safety. The proposed Site Plan does not comply with this requirement.

Finally, the Planning Commission and City Council must make findings that the PUD Site Plan (a) includes safe, convenient and well-designed vehicle and pedestrian circulation, (b) does not create a public or private nuisance, and (c) must not be detrimental to the public health, safety and welfare. We think the proposed site plan fails on all three issues.

We are particularly concerned about the danger to customers or visitors who may find parking at the Shell Station site insufficient, and illegally park on the Cranbrook site and attempt to climb the hill to the Shell Station.



July 11, 2019

Page 4

Cranbrook Village believes that the Shell Station Addition should not be approved by the Planning Commission until the concerns outlined above have been addressed in a satisfactory manner, including providing all missing information.

At a minimum, a decorative metal fence must be installed on the Shell Gas Station site along the line separating the Cranbrook site from gas station site to discourage illegal parking on the Cranbrook site and potential injury to pedestrians exiting the building addition or climbing the hill after illegally parking at Cranbrook.

Thank you for considering these issues.

Please contact me if you have any questions.

Very truly yours,



Sandra Sorini Elser

SLS:bk

Enc.

cc: Quatro Construction *via email*  
Ali Arouch *via email*  
Fred Goldberg (*via email* to [fgoldberg@svprt.com](mailto:fgoldberg@svprt.com))  
Tom Goldberg (*via email* to [tgoldberg@svprt.com](mailto:tgoldberg@svprt.com))  
Lawrence B. Deitch, Bodman PLC (*via email*)

Enclosures: Site plan mark-up  
Architect's narrative of deficiencies

## SHELL STATION ADDITION - SUMMARY OF COMMENTS ON SITE PLAN REV. 7

By Mark Drane, AIA, LEED AP, Principal of Rogvov Architects

June 12, 2019

We reviewed the plans as a City Planner would review the plans.

Our comments are limited to site plans, information required on the plans from the city, and architectural plans.

We did not review the engineering plans.

We did not review the constructability of the building design or its building code compliance.

### **Sheet TS1.0**

Traffic Report needs a date and accurate uses and sizes. The LOS of the intersection is not provided. There is a drive thru restaurant on the site not accounted for. The Traffic Study calls for only 1,550 SF additional office space.

In the Code Review the Traffic impact statements 1, 2, and 3 are untrue.

The occupancy calculation calls out retail, storage and office. Restaurant and outdoor sales are omitted. **Please note there are 18 seats in the existing building and outdoor sales on the existing site.**

The project description calls for a two story addition, the existing and proposed use is not identified.

### **Sheet C-1**

The required information required by the Checklist of Required Information for Site Plan (Ann Arbor requirements) is missing, including;

Alta Survey.

All existing and proposed contours.

Public Sidewalk maintenance Statement.

Dimensional layout. Specifically the dimensions of the existing development especially the dimensions associated with the fuel pumps, drives and parking spaces associated with the pumps.

Dimensions on the existing curb cuts and driveways.

Perspective sketch of "Street Wall and Offset".

Soils Report.

Photometric Plan.

Vertical sections of proposed and existing building elevations.

Perspective rendering of the buildings.

Comparison chart.

Setback lines.

Dimensioned floor Plans.

There is no indication of outdoor sales. Will there be outdoor storage?

The curb cuts do not show the existing turning movements.

### **Sheet C-3**

The dimensions are not shown for the existing fuel pumps, driveways and parking spaces.

Show outdoor sales and the it's required parking calculations.

Show the accessible route to the existing and proposed building.

The building area on the addition is not accurate as compared to the floor plan.  
No loading is provided.  
The required parking calculation is not correct including, parking for **drive thru restaurant**, retail, convenience store, and office.  
The amount of parking spaces provided is not provided.  
Dimensions are not shown for the existing or proposed building.  
The curb cuts are not labeled with the turning movements. Not sure if a car can turn right in and left out of the Eisenhower curb cut.  
Dumpster dimensions do not match the details on sheet C-7  
There are light fixtures in an easement along Eisenhower.  
The building areas of the addition are incorrect.

#### **Sheet C-4**

Provide a decorative fence along the east property line.  
There are no concrete landings for the exterior doors in the east side on the building.

#### **Sheet C-7**

Provide the material, color and finish of the dumpster enclosure.  
Dumpster dimensions don't match the site plan

#### **Sheet A-1**

North arrow is incorrect.  
Building area and all dimensions are not provided.  
The scale is incorrect.  
Provide existing building floor plan with all dimensions and area calculations of all the uses including the restaurant.

#### **Sheet A-2**

Show all dimensions.  
Provide north arrow and scale.  
Label all rooms.  
Show the area calculation.

#### **Sheet A-3**

Provide 3-D renderings, as required by the City, of the entire new and proposed building.  
The elevations are hatched as brick where stone is labeled.  
The vertical dimensions are not consistent from elevation to the other.  
Show how the HVAC units are being screened.  
Provide a detail of the James Hardy siding, the drawing is unclear.

#### **Sheet A-4**

Show the doors on the elevation

#### **Sheet A-5**

The elevations do not match the plans.

The elevations are missed labeled.  
Shoe the HVAC unit for the second floor.

**General Note:**

The Architect did not sign all of the sheets.  
He should sign all of the sheets that the engineer did not sign. C-7, A-3, A-4, A-5.  
Architect should show that his license is valid and up to date.

**Mark Drane, AIA, LEED AP**  
Principal



32500 Telegraph Road, Suite 250  
Bingham Farms, Michigan 48025  
248 540 7700 X224 fax 540 2710  
[www.rogvoy.com](http://www.rogvoy.com)

Rev 7 w/ Mark's Comments

# SHELL GAS STATION

2679 ANN ARBOR SALINE ROAD  
ANN ARBOR MICHIGAN



DATE: 04/01/2019

**PROJECT CONTACTS**

**OWNER**  
ABE AJROUCHI  
2679 ANN ARBOR SALINE RD  
ANN ARBOR MI 48103  
248-982-9617

**ARCHITECT**  
ROBERT NOE  
9103 N UNION #135  
TECUMSEH MI 49286  
PHONE (734) 693-0852

**CONTRACTOR**  
QUATRO CONSTRUCTION LLC  
201 N PARK STREET  
YPSILANTI MI 48198  
734-485-7737

**GEOTECHNICAL SERVICES**  
AGS  
15798 RIVERSIDE  
LIVONIA MI 48154  
734-679-0379

**ENGINEER**  
GATEWAY ENGINEERING & SURVEYING  
8155 ANNSBURY, SUITE 109  
SHELBY TWP. MI 48316  
586-786-5533

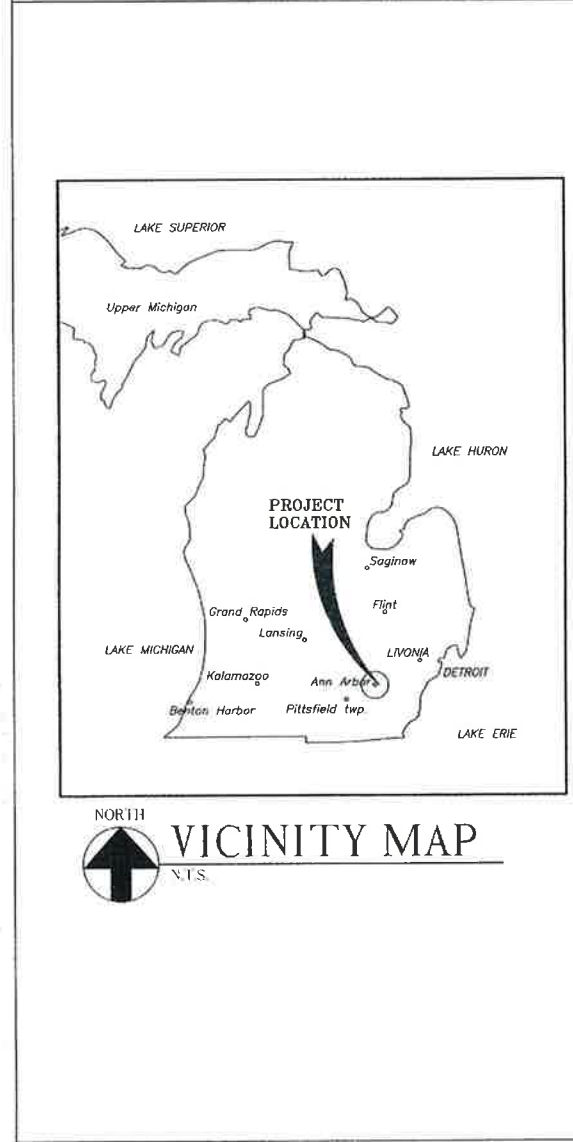
**CITY OF ANN ARBOR**  
301 EAST HURON STREET  
ANN ARBOR, MI 48104  
734-794-6000

**TRAFFIC ANALYSIS**  
SPALDING DeDECKER  
905 SOUTH BLVD EAST  
ROCHESTER HILLS, MI 48307  
248-844-5400

**GENERAL NOTES**

DO NOT SCALE DRAWINGS - WRITTEN DIMENSIONS TAKE PRECEDENCE.  
IN CASE OF DISCREPANCIES OR CONFLICTS, NOTIFY ARCHITECT IMMEDIATELY.  
ALL WOOD IN CONTACT WITH CONCRETE AND AT EXTERIOR LOCATIONS MUST BE PRESSURE TREATED MOISTURE RESISTANT WOOD.  
ALL WALL CONSTRUCTION FACING PLUMBING FIXTURE AREAS MUST UTILIZE MOISTURE RESISTANT GYPSUM BOARD UNLESS OTHERWISE NOTED.  
ALL DOORS TO BE KEYLESS IN DIRECTION OF EGRESS.  
ALL MEANS OF EGRESS DOOR OPENING HARDWARE SHALL BE OPERATED BY A SINGLE HAND WITHOUT MEANS OF TIGHT GRASPING, PINCHING OR TWISTING OF THE WRIST. ALL DOORS EQUIPPED WITH PANIC HARDWARE MUST MAINTAIN A 32" CLEAR WIDTH. MAXIMUM EFFORT TO OPERATE DOORS SHALL NOT EXCEED:  
A. 8.5 L.B.F. (37.7N) FOR EXTERIOR DOORS.  
B. 5.0 L.B.F. (22.2N) FOR INTERIOR DOORS.  
DOORS SHALL SET IN MOTION WHEN SUBJECTED TO A 30 POUND FORCE & SWING TO A FULL-OPEN POSITION WHEN SUBJECTED TO A 15-POUND FORCE. FORCES SHALL BE APPLIED TO THE LATCH SIDE.  
DOORS INDICATED AS PART OF THE REQUIRED MEANS OF EGRESS SHALL HAVE HARDWARE WHICH IS READILY OPERABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR SPECIAL EFFORT.  
PROVIDE FIRE EXTINGUISHERS AS REQUIRED PER APPLICABLE CODES AND COORDINATE EXACT LOCATION WITH BUILDING INSPECTOR.  
PROVIDE AND INSTALL OCCUPANCY SIGN IN A CONSPICUOUS LOCATION IN ACCORDANCE WITH STATE & LOCAL CODES.  
ALL LIGHT SWITCHES, THERMOSTATS, SECURITY ALARMS, ELECTRICAL OUTLETS, ETC. MUST BE MOUNTED TO MEET ALL GOVERNING ACCESSIBILITY REQUIREMENTS FOR FLOOR & HEIGHT CLEARANCES AND ONE HAND GRASPING OPERATION.  
CONTROLS SUCH AS LIGHT SWITCHES, HEATING/AIR CONDITIONING CONTROLS, FIRE ALARM PULLS AND ELECTRICAL OUTLETS ARE WITHIN SPECIFIED REACH RANGES AND HAVE ADEQUATE CLEAR FLOOR SPACE FOR ACCESS. OPERABLE PARTS MUST BE OPERABLE WITH ONE HAND AND NOT REQUIRE TIGHT PINCHING OR GRASPING.  
ALL INTERIOR DIMENSIONS ARE FACE OF STUD TO FACE OF STUD, UNLESS OTHERWISE NOTED.  
ANY DAMAGE TO LANDLORD'S PROPERTY DURING TENANT DEMOLITION OR CONSTRUCTION (WALL/BUILDING/OTHER FLOORING, BULKHEAD, NEUTRAL PIERS, ETC.) WILL BE REPAIRED PER WALL/BUILDING/OTHER SPECIFICATIONS AT TENANT'S EXPENSE.  
REINFORCING STEEL OR STRUCTURAL FRAMEWORK OF ANY PART OF ANY BUILDING OR STRUCTURE SHALL NOT BE COVERED OR CONCEALED WITHOUT RECEIVING INSPECTION APPROVAL BY THE OFFICE OF CENTRAL INSPECTION. IN ADDITION TO REQUIRED ELECTRICAL, MECHANICAL AND PLUMBING INSPECTIONS, THE BUILDING PERMIT HOLDER OR HIS AGENT SHALL REQUEST THE OFFICE OF CENTRAL INSPECTION TO MAKE THE FOLLOWING CALLED BUILDING CONSTRUCTION INSPECTIONS:  
a. FOUNDATION INSPECTION PRIOR TO THE POURING TO CONCRETE.  
b. FRAME INSPECTION AFTER PIPES, CHIMNEYS AND VENTS ARE INSTALLED BUT PRIOR TO CONCEALING THE FRAMEWORK.  
c. INSULATION AND WALLBOARD INSPECTION.  
d. FINAL INSPECTION PRIOR TO OCCUPANCY OF THE BUILDING.  
A SET OF BUILDING PLANS AND SPECIFICATIONS APPROVED BY THE OFFICE OF CENTRAL INSPECTION AND MARKED "FIELD COPY" SHALL BE KEPT ON THE PROJECT DURING CONSTRUCTION UNTIL FINAL INSPECTION APPROVAL HAS BEEN MADE.  
CHANGES MADE, DURING CONSTRUCTION OF A PROJECT, THAT AFFECT EXISTING WALL CONFIGURATION AND STRUCTURAL ELEMENTS THAT ARE NOT JUST "COSMETIC", REQUIRE REVISED PLANS TO BE SUBMITTED TO THE OFFICE OF CENTRAL INSPECTION FOR REVIEW AND APPROVAL. IF A LICENSED ARCHITECT OR ENGINEER SEALED THE ORIGINAL PLANS, THE REVISED PLANS MUST ALSO BE SEALED.

**PROJECT LOCATION**



**CODE REVIEW**

**GOVERNING CODES:**  
ALL WORK SHALL BE IN CONFORMANCE WITH, BUT NOT LIMITED TO, THE REQUIREMENTS OF THE FOLLOWING:  
AND ANY OTHER STATE AND LOCAL CODES HAVING JURISDICTION.  
BUILDING: 2015 MICHIGAN BUILDING CODE  
MECHANICAL: 2015 MICHIGAN MECHANICAL CODE  
PLUMBING: 2015 MICHIGAN PLUMBING CODE  
ELECTRICAL: 2014 NATIONAL ELECTRICAL CODE W/ PART B AMEND.  
ENERGY: 2015 INTERNATIONAL ENERGY CONSERVATION CODE  
FIRE: 2015 INTERNATIONAL FIRE CODE  
ACCESSIBILITY: 2003 ICC/ANSI A117.1

**PROJECT DESCRIPTION:**  
TENANT IMPROVEMENT TO AN EXISTING BUILDING SPACE.

**BUILDING SIGNAGE**  
BUILDING SIGNAGE IS REVIEWED AND PERMITTED SEPARATE FROM BUILDING PERMIT.

**EGRESS OCCUPANT LOAD: PER TABLE 1004.1.1 ALLOWABLE**  
140 PPL

**MERCANTILE:**  
RETAIL:  $3(1290)/30 = 3870/30 = 129$  PPL  
STORAGE:  $639/300 = 2.13 = 2$  PPL  
OFFICE:  $528/60 = 8.8 = 9$  PPL

**BUILDING INFORMATION**  
CONSTRUCTION TYPE: TYPE VB  
UNPROTECTED - NON-SPRINKLED  
USE GROUP: BUSINESS - B, MERCANTILE - M  
MAX. TRAVEL DISTANCE: 64 FT  
# STORIES: 2  
GROSS LEASED AREA FOR (1) TENANT: 1,290 SQFT  
EXITS PER (1) TENANT: TWO (2) EXITS REQUIRED, TWO (2) EXITS PROVIDED

**DOOR EXIST WIDTH**  
DOOR EXIST WIDTH - PER 2015 MPC 1005.1  
DOORS = 0.20' / PERSON  
140 OCCUPANTS x .20 = 28'  
EXIT WIDTH REQUIRED = 28' min

**FRONT DOOR** WIDTH 6'-4"  
**REAR DOOR** WIDTH 3'-0"  
PROVIDED EXIT WIDTH 3'-0"

**MINIMUM PLUMBING FIXTURES & OCCUPANCY**  
PLUMBING FIXTURE COUNT BASED ON THE TYPE OF OCCUPANCY & NUMBER OF OCCUPANTS FROM 2015 MBC & 2015 MPC  
TOTAL OCCUPANTS: 140  
OCCUPANTS FOR (1) UNIT 140/3: 47 PPL

	23 MALE	
	URINALS	LAVATORIES
REQUIRED	0	1
PROVIDED	0	1

	24 FEMALE	
	WATER CLOSETS	LAVATORIES
REQUIRED	1	1
PROVIDED	1	1

**SERVICE SINK** 1 PER 1,000  
**DRINKING FOUNTAIN** 1 PER 1,000  
PROVIDED 1 1

**NATURAL FEATURE IMPACT**  
NO NATURE FEATURE IMPACT CHANGE.

**MISCELLANEOUS NOTES:**  
TENANT'S GENERAL CONTRACTOR SHALL VISIT THE PREMISES AND VERIFY ALL EXISTING CONDITIONS PRIOR TO START OF CONSTRUCTION AND SHALL REPORT ALL DISCREPANCIES TO TENANT'S ARCHITECT.  
TENANT'S GENERAL CONTRACTOR SHALL CONFORM TO ALL REQUIREMENTS REGARDING CONSTRUCTION PROCEDURES, INSURANCE, ETC., AS SET FORTH BY THE LANDLORD.

**TRAFFIC IMPACT**  
PUMPING POSITIONS MOVED TO ALLOW BETTER FLOW FROM THE DRIVEWAY ENTRANCE AND PARKING AREAS.  
1. TWO WAY TRAFFIC NOW PROPOSED AROUND PUMPING SPACES (EXTERIOR) AND SINGLE FLOW BETWEEN (INTERIOR).  
2. WHERE AS CURRENTLY THERE IS ONLY ONE WAY TRAFFIC ON ONE SIDE AND IT'S VERY TIGHT (MORE OFTEN THEN NOT PEOPLE WAIT FOR OTHER CARS TO GO FIRST).  
3. WE ARE CLOSING TWO ENTRANCES THAT ARE RIGHT ON THE CORNER.  
4. THUS ALLOWING PEOPLE TO ENTER AND LEAVE THE SITE WITHOUT BLOCKING ON GOING TRAFFIC ON PACKARD AND STADIUM.  
5. BUILDING INCREASE OF THIS SIZE HAS RESULTED IN OTHER STORES OF A INCREASE CAR VOLUME OF ~20-30X  
6. WE HAVE REDUCED PUMPING STATIONS TO 6 INSTEAD OF THE EXISTING 8.

**PROJECT DESCRIPTION**  
1. DRIVEWAY WIDTH ALLOWANCE  
THE FOLLOWING CHANGES ARE PROPOSED:  
1. CONSTRUCTION OF A NEW 2-STORY ADDITION TO THE EXISTING BUILDING ON THE SITE.  
2. WE ARE ADDING ADDITIONAL PAVED PARKING AREA AND THE RECONFIGURATION OF SITE CIRCULATION.  
3. WE ARE REMOVING THE INVASIVE TREES ON SITE AND RELOCATING.

**TRAFFIC IMPACT**  
PUMPING POSITIONS MOVED TO ALLOW BETTER FLOW FROM THE DRIVEWAY ENTRANCE AND PARKING AREAS.  
1. TWO WAY TRAFFIC NOW PROPOSED AROUND PUMPING SPACES (EXTERIOR) AND SINGLE FLOW BETWEEN (INTERIOR).  
2. WHERE AS CURRENTLY THERE IS ONLY ONE WAY TRAFFIC ON ONE SIDE AND IT'S VERY TIGHT (MORE OFTEN THEN NOT PEOPLE WAIT FOR OTHER CARS TO GO FIRST).  
3. WE ARE CLOSING TWO ENTRANCES THAT ARE RIGHT ON THE CORNER.  
4. THUS ALLOWING PEOPLE TO ENTER AND LEAVE THE SITE WITHOUT BLOCKING ON GOING TRAFFIC ON PACKARD AND STADIUM.  
5. BUILDING INCREASE OF THIS SIZE HAS RESULTED IN OTHER STORES OF A INCREASE CAR VOLUME OF ~20-30X  
6. WE HAVE REDUCED PUMPING STATIONS TO 6 INSTEAD OF THE EXISTING 8.

**INDEX OF DRAWINGS**

NO.	TITLE SHEET, INDEX OF DRAWINGS, PROJECT DATA & VICINITY MAP
TS1.0	TITLE SHEET, INDEX OF DRAWINGS, PROJECT DATA & VICINITY MAP
C1	EXISTING SITE/LANDSCAPE PLAN
C2	DEMOLITION SITE PLAN
C3	SITE LAYOUT PLAN
C4	SITE DRAINAGE & UTILITY PLAN
C5	SOIL EROSION PLAN
C6	STORAGE CALCULATIONS 1
C7	SITE DETAILS
L1	SITE LANDSCAPING PLAN
L2	BIO-RETENTION AREA
A1	PROPOSED FIRST FLOOR PLAN
A2	PROPOSED SECOND FLOOR PLAN
A3	EXTERIOR ELEVATIONS
A4	EXTERIOR ELEVATION
A5	FRAGMENT ELEVATIONS

**NOTES:**  
DRAWINGS LISTED ABOVE ARE FOR INFORMATION ONLY. THESE DRAWINGS AS LISTED IN THE DRAWING INDEX ALONG WITH THE CONTRACT FOR CONSTRUCTION, ADDENDUMS & OTHER INFORMATION AS PROVIDED TO THE GENERAL CONTRACTOR CONSTITUTE THE INSTRUMENTS OF SERVICE AND ARE CONSIDERED A SINGLE ENTITY. THE CONTRACTOR IS THEREFORE BOUND BY ALL INFORMATION INCLUDED. NONE OF THIS INFORMATION ON DRAWING SHEETS SHALL BE TAKEN SEPARATELY OR "STAND ALONE" FROM THE REMAINDER OF THE CONSTRUCTION DOCUMENTS. ALL SUBCONTRACTORS SHALL BE RESPONSIBLE TO REVIEW THE ENTIRE SET OF CONSTRUCTION DOCUMENTS TO DETERMINE THEIR PARTICULAR SCOPE OF WORK. ANY DISCREPANCIES OR CONFLICTING INFORMATION NOT BROUGHT TO THE ATTENTION OF THE ARCHITECT PRIOR TO SUBMITTING A BID SHALL BE INTERPRETED AT THE SOLE DISCRETION OF THE ARCHITECT.

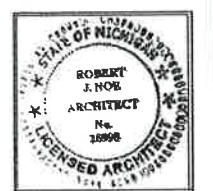
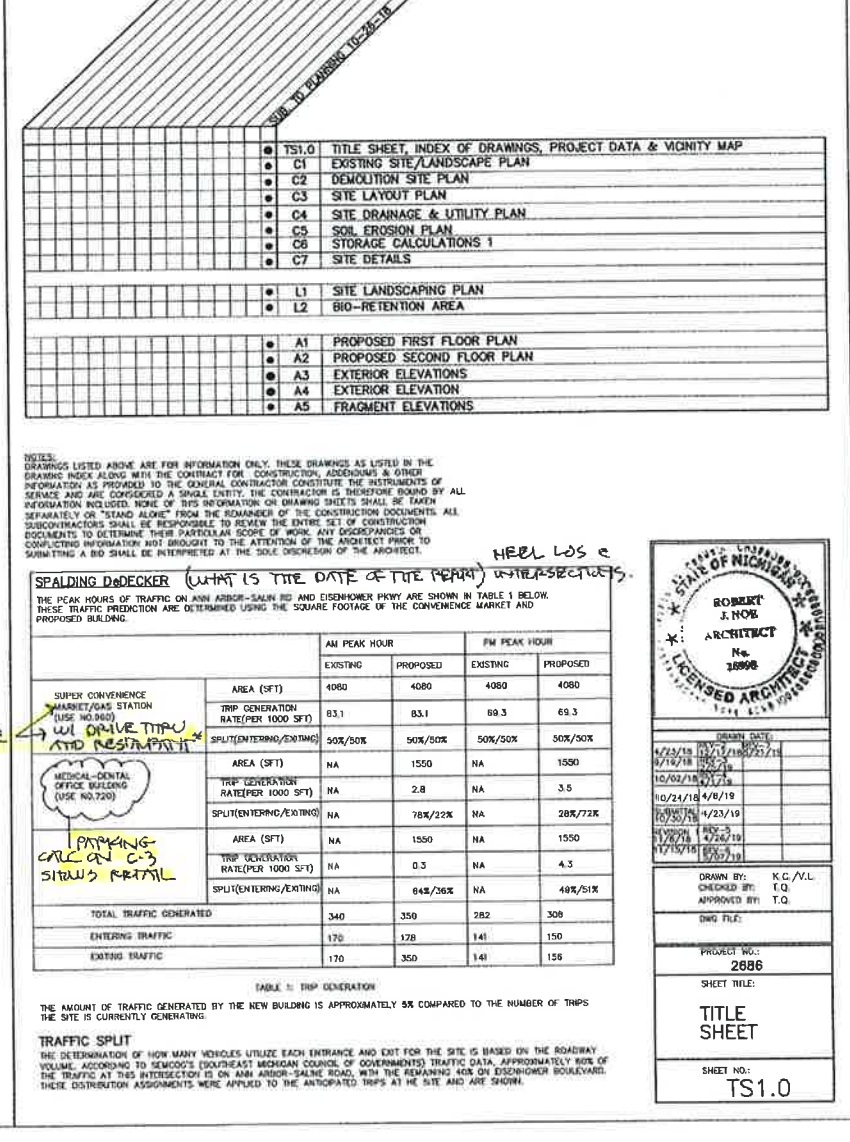
**SPALDING DeDECKER (WHAT IS THE DATE OF THE PERMITS) INTERSECTIONS.**

	AM PEAK HOUR		PM PEAK HOUR	
	EXISTING	PROPOSED	EXISTING	PROPOSED
SUPER CONVENIENCE MARKET/GAS STATION (USE NO.940)	4080	4080	4080	4080
TRIP GENERATION RATE (PER 1000 SFT)	83.1	83.1	89.3	89.3
SPLIT (ENTERING/EXITING)	50X/50X	50X/50X	50X/50X	50X/50X
AREA (SFT)	NA	1550	NA	1550
TRIP GENERATION RATE (PER 1000 SFT)	NA	2.8	NA	3.5
SPLIT (ENTERING/EXITING)	NA	78X/22X	NA	28X/72X
AREA (SFT)	NA	1550	NA	1550
TRIP GENERATION RATE (PER 1000 SFT)	NA	0.3	NA	4.3
SPLIT (ENTERING/EXITING)	NA	64X/36X	NA	48X/51X
TOTAL TRAFFIC GENERATED	340	350	282	309
ENTERING TRAFFIC	170	178	141	150
EXITING TRAFFIC	170	172	141	159

**TABLE 1: TRIP GENERATION**  
THE AMOUNT OF TRAFFIC GENERATED BY THE NEW BUILDING IS APPROXIMATELY 5X COMPARED TO THE NUMBER OF TRIPS THE SITE IS CURRENTLY GENERATING.

**TRAFFIC SPLIT**  
THE DETERMINATION OF HOW MANY VEHICLES UTILIZE EACH ENTRANCE AND EXIT FOR THE SITE IS BASED ON THE ROADWAY VOLUME, ACCORDING TO NEWCOG'S (SOUTHEAST MICHIGAN COUNCIL OF GOVERNMENTS) TRAFFIC DATA. APPROXIMATELY 50% OF THE TRAFFIC AT THIS INTERSECTION IS ON ANN ARBOR-SALINE ROAD, WITH THE REMAINING 50% ON EISENHOWER BOULEVARD. THESE DISTRIBUTION ASSIGNMENTS WERE APPLIED TO THE ANTICIPATED TRIPS AT THE SITE AND ARE SHOWN.

**PROJECT LOCATION**



**SPALDING DeDECKER (WHAT IS THE DATE OF THE PERMITS) INTERSECTIONS.**

DESIGN DATE:  
4/23/19 10:17:19 AM  
4/23/19 10:17:19 AM  
10/02/18 4/23/19  
10/24/18 4/23/19  
10/25/18 4/23/19  
11/20/18 4/23/19  
11/15/18 4/23/19

DRAWN BY: K.C./J.L.  
CHECKED BY: T.Q.  
APPROVED BY: T.Q.

PROJECT NO.: 2886  
SHEET TITLE: TITLE SHEET  
SHEET NO.: TS1.0

16128079

**GENERAL NOTES**

**SPECIAL CONDITIONS**

THE OWNER, GENERAL CONTRACTOR, THE INDIVIDUAL SUBCONTRACTOR AND MATERIAL MEN AGREE TO SAVE THE ARCHITECT HARMLESS, AS A RESULT OF ANY INJURY OR DAMAGE THAT MAY OCCUR TO ANY INDIVIDUAL OR PROPERTY DURING CONSTRUCTION AS A RESULT OF ACTS OR OMISSIONS BY SAID OWNER, CONTRACTORS AND/OR MATERIAL MEN DURING THE PERFORMANCE OF THEIR WORK.

ALL WORK WILL PROCEED IN STRICT ACCORDANCE WITH LOCAL, STATE AND FEDERAL SAFETY CODES, STATUTES AND RECOGNIZED STANDARDS.

THE GENERAL CONTRACTOR SHALL OBTAIN THE GENERAL BUILDING PERMIT(S), PAY ALL FEES AND ARRANGE FOR ALL INSPECTIONS FOR HIS WORK.

NO MATERIALS OR CONSTRUCTION PROCEDURES SHALL BE UTILIZED ON THIS PROJECT WHICH ARE PROHIBITED BY LAW OR SHALL CAUSE A HARMFUL EFFECT ON THE ENVIRONMENT OR TO ANY PERSON ON THE SITE DURING CONSTRUCTION OR LATER OCCUPANCY.

**INSURANCE**

EACH CONTRACTOR SHALL BE RESPONSIBLE FOR THE LIABILITY AND COMPREHENSIVE INSURANCE AND FOR WORK DAMAGED BY IMPROPER WORKMANSHIP. THE OWNER SHALL PURCHASE AND MAINTAIN THE OWNER'S USUAL COVERAGE INSURANCE ON THE WORK WHICH INSURES TO THE OWNER'S BENEFIT. OPTIONALLY THE OWNER MAY PURCHASE AND MAINTAIN OTHER INSURANCE FOR SELF-PROTECTION AGAINST CLAIMS WHICH MAY ARISE FROM OPERATIONS DURING CONSTRUCTION.

**FIELD CONDITIONS**

THE GENERAL CONTRACTOR AND EACH SUBCONTRACTOR SHALL BE RESPONSIBLE FOR FIELD CHECKING ALL EXISTING CONDITIONS AND FOR FITTING THEIR WORK TO NEW AND EXISTING WORK. NOTICE MUST BE IMMEDIATELY GIVEN TO THE ARCHITECT WHERE THERE ARE INCONSISTENT OR CONFLICTING DIMENSIONS ON THE DRAWINGS AND FOR WHERE THERE IS A CONFLICT IN THE WORK OF THE INDIVIDUAL TRADES AND/OR CONDITIONS FOUND IN THE FIELD. EACH CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR HIS WORK WHERE HE FAILS TO CHECK SUCH CONDITIONS AND/OR GIVE NOTICE TO THE ARCHITECT OF DISCREPANCIES THEREIN.

IN GENERAL, UNLESS OTHERWISE INDICATED ON THE DRAWINGS, ONLY THOSE TREES WITHIN THE BUILDING AREA SHALL BE REMOVED. ALL OTHERS WILL BE PROTECTED FROM DAMAGE THROUGHOUT THE CONSTRUCTION PERIOD.

EXISTING SCHEDULE OF PLANTS	LM	DBH	CNDS	KEPT/REMOVE
1- 5" SUGAR MAPLE	N	5"	FAIR	1- "KEPT"
2- 5" SUGAR MAPLE	N	5"	FAIR	2- "KEPT"
3- 6" SPRUCE	N	6"	FAIR	3- "KEPT"
4- 6" SPRUCE	N	6"	FAIR	4- "KEPT"
5- 6" SPRUCE	N	6"	FAIR	5- "KEPT"
6- 6" SUGAR MAPLE	N	6"	FAIR	6- "KEPT"
7- 5" SPRUCE	N	5"	GOOD	7- "KEPT"
8- SWEET GUM 2" CAL	N	"	GOOD	8- "KEPT"
9- BLACK GUM 2" CAL	N	"	GOOD	9- "KEPT"
10- BLACK GUM 2" CAL	N	"	FAIR	10- "KEPT"
11- BLACK GUM 2" CAL	N	"	FAIR	11- "KEPT"
12- 12" RED HOLLIES	N	"	FAIR	12- "KEPT"
13- 6" SPRUCE	N	6"	FAIR	13- "KEPT"
14- WHITE SPRUCE	N	"	FAIR	14- "KEPT"
15- WHITE SPRUCE	N	"	FAIR	15- "KEPT"
16- WHITE SPRUCE	N	"	GOOD	16- "KEPT"
17- 7" SUGAR MAPLE	N	7"	FAIR	17- "KEPT"
18- 6" CRAB APPLE	N	6"	FAIR	18- "KEPT"
19- 12" BIRCH CLUMP	N	"	GOOD	19- "KEPT"
20- 12" BIRCH CLUMP	N	"	GOOD	20- "KEPT"
21- 12" PINE	N	12"	FAIR	21- "KEPT"
22- 10" PINE	N	10"	GOOD	22- "KEPT"
23- 8" LINDEN	N	8"	FAIR	23- "KEPT"
24- 8" LINDEN	N	8"	FAIR	24- "KEPT"
25- 8" LINDEN	N	8"	FAIR	25- "KEPT"
26- 8" SPRUCE	N	8"	FAIR	26- "KEPT"
27- 8" DAW	N	8"	FAIR	27- "KEPT"
28- 8" LINDEN	N	8"	FAIR	28- "KEPT"
29- 8" LINDEN	N	8"	FAIR	29- "KEPT"
30- 8" LINDEN	N	8"	FAIR	30- "KEPT"
31- CRAB APPLE	N	"	FAIR	31- "KEPT"
32- CRAB APPLE	N	"	FAIR	32- "KEPT"
33- CRAB APPLE	N	"	FAIR	33- "KEPT"
34- CRAB APPLE	N	"	FAIR	34- "KEPT"
35- SUGAR MAPLE	N	"	FAIR	35- "KEPT"
36- CRAB APPLE	N	"	FAIR	36- "KEPT"
37- CRAB APPLE	N	"	FAIR	37- "KEPT"
38- CRAB APPLE	N	"	FAIR	38- "KEPT"
39- SUGAR MAPLE	N	6"	FAIR	39- "KEPT"
40- CRAB APPLE	N	"	FAIR	40- "KEPT"
41- CRAB APPLE	N	"	FAIR	41- "KEPT"
42- 8" LINDEN	N	8"	GOOD	42- "KEPT"
43- 8" LINDEN	N	8"	GOOD	43- "KEPT"
44- SWEET GUM	N	2"	FAIR	44- "KEPT"
45- 5" SUGAR MAPLE	N	5"	FAIR	45- "KEPT"
46- 5" SUGAR MAPLE	N	5"	FAIR	46- "KEPT"
47- 5" SUGAR MAPLE	N	5"	FAIR	47- "KEPT"
48- 6" SUGAR MAPLE	N	6"	FAIR	48- "KEPT"
49- 8" SUGAR MAPLE	N	8"	FAIR	49- "KEPT"
50- 6" SPRUCE	N	6"	FAIR	50- "KEPT"
51- 6" SPRUCE	N	6"	FAIR	51- "KEPT"
52- 6" SPRUCE	N	6"	FAIR	52- "KEPT"
53- 5" SUGAR MAPLE	N	5"	FAIR	53- "KEPT"

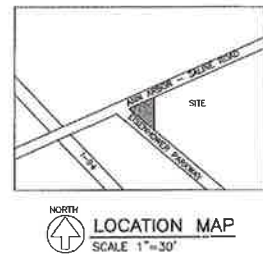
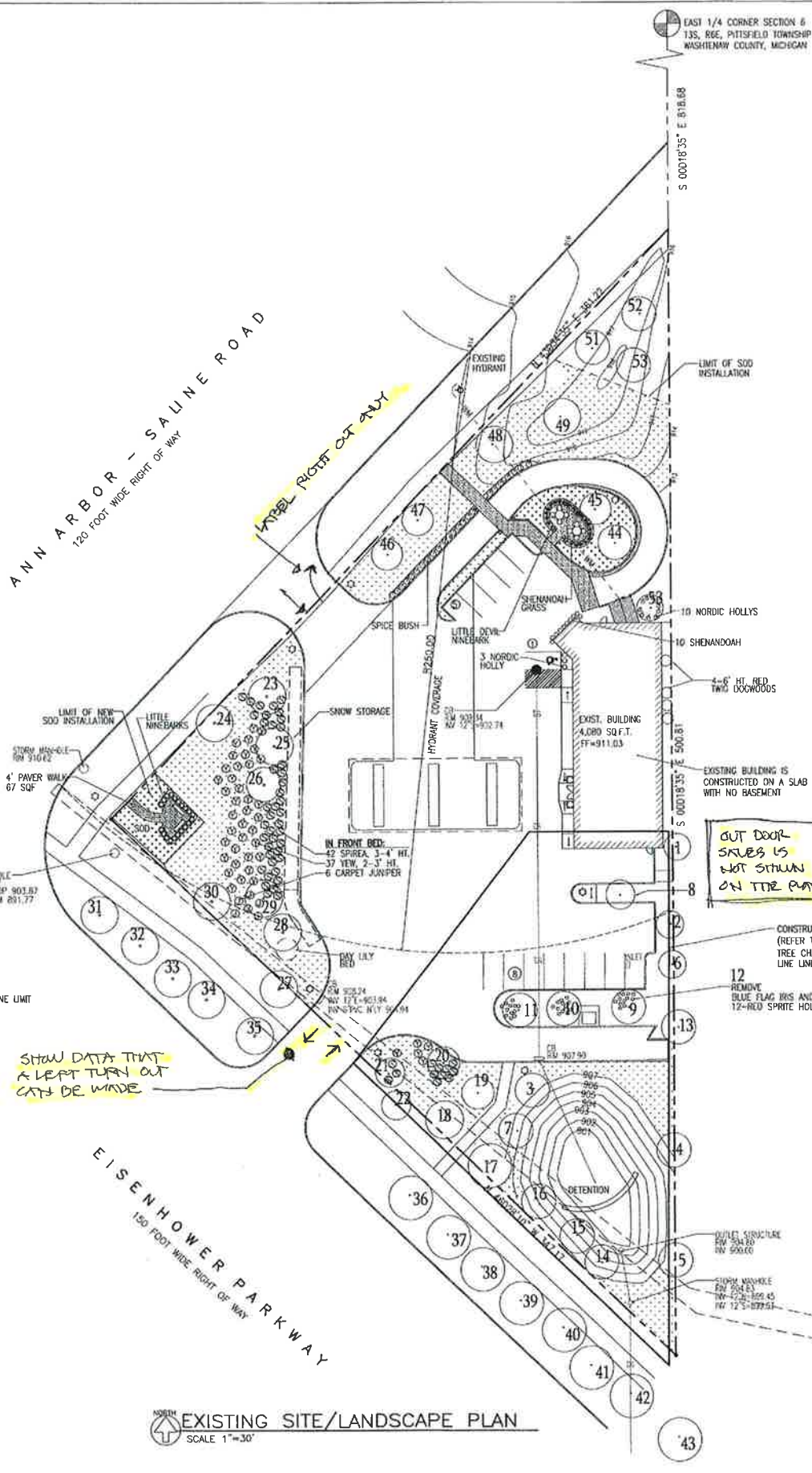
#23-26 ON CHART ARE NOT INCLUDED WITHIN THE CONSTRUCTION LINE LIMIT (REFERENCE LANDSCAPE ISLAND THAT IS IN THE CORNER OF EISENHOWER PKWY AND ANN ARBOR-SALINE RD)

SHOW DATA THAT A LEFT TURN OUT CATCH BE WASTE

ANN ARBOR - SALINE ROAD  
120 FOOT WIDE RIGHT OF WAY

EISENHOWER PARKWAY  
150 FOOT WIDE RIGHT OF WAY

EXISTING SITE/LANDSCAPE PLAN  
SCALE 1"=30'



**LEGAL DESCRIPTION**

PART OF THE SOUTHEAST 1/4 OF SECTION 8, T35S, R6E, CITY OF ANN ARBOR, WASHTENAW COUNTY, MICHIGAN MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE EAST 1/4 CORNER OF SAID SECTION 8; THENCE S 0°18'35" E 818.93 FEET ALONG THE EAST LINE OF SAID SECTION TO A POINT ON THE SOUTHERLY LINE OF ANN ARBOR-SALINE ROAD FOR A PLACE OF BEGINNING; THENCE CONTINUING S 0°18'35" E 500.81 FEET ALONG SAID EAST LINE AND THE CENTER LINE VACATED LOHR ROAD TO A POINT ON THE NORTHERLY LINE OF EISENHOWER PARKWAY; THENCE N 45°28'10" W 347.17 FEET ALONG THE NORTHERLY LINE OF SAID EISENHOWER PARKWAY TO THE INTERSECTION WITH SAID SOUTHERLY LINE OF ANN ARBOR-SALINE ROAD; THENCE N 43°34'35" E 351.22 FEET ALONG SAID SOUTHERLY LINE TO THE PLACE OF BEGINNING. CONTAINING 1.44 ACRES OF LAND, BEING SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD, IF ANY.

PROVIDE ALL INFORMATION FROM THE CHECKLIST OF REQ'D INFORMATION FOR SITE PLANS INCLUDING BUT NOT LIMITED TO:

- + ALTA SURVEY
- + EXISTING & PROPOSED CONTOURS
- + PUBLIC UTILITY MAINTENANCE STATEMENT
- + COMPARISON CITY AND DIMENSIONAL LAYOUT:
- + SETBACK LINES
- + DRIVEWAYS, CURBS
- + VEHICLE PARKING AISLES WITH DIMENSIONS
- + PERSPECTIVE SKETCH OF STREET WALL AND OFF SET
- + SOILS REPORT
- + LIGHTING LEGEND
- + PHOTOGRAPHIC
- + VERTICAL SECTIONS OF EXISTING & PROPOSED ELEVATIONS
- + PERSPECTIVE RENDERING OF THE BUILDING
- + DIMENSIONED POWER PANS

OUT DOOR SALES IS NOT SHOWN ON THE PLAN

CONSTRUCTION LIMIT LINE (REFER TO EXISTING TREE CHART WITHIN CONSTRUCTION LINE LIMIT)

12 REMOVE BLUE FLAG IRIS AND 12-RED SPRITE HOLLY

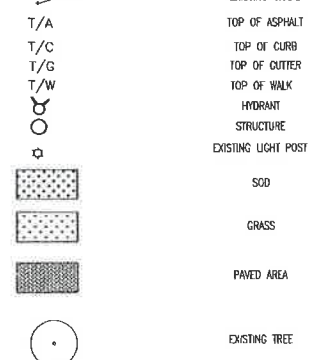
OUTLET STRUCTURE RW 54.80 INV 500.00

STORM MANHOLE RW 52.50 INV 45.00 RW 12.5-877.51

EXISTING EASEMENT PER "CRANBROOK SUBDIVISION"



DATE: 04/01/2019



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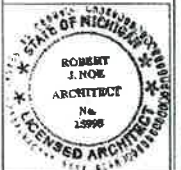
QUATRO CONSTRUCTION LLC  
\*DESIGN BUILD CONTRACTOR\*  
COMMERCIAL/INDUSTRIAL/RESIDENTIAL  
201 NORTH PARK STREET  
YPSICANTI, MI 48198  
PHONE (734) 485-7737, FAX (734) 485-7873

SHELL GAS STATION  
2679 ANN ARBOR SALINE RD  
ANN ARBOR MI

ISSUE DATE

08/08/17
05/31/18
10/01/18
10/24/18
12/10/18
1/10/19
2/28/19
3/1/19
3/19/19
4/22/19
5/02/19

DRAWN BY: K.C./V.L.  
CHECKED BY: T.Q.  
APPROVED BY: T.Q.



PROJECT NO.: 2688  
SHEET TITLE: EX. SITE/LANDSCAPE PLAN  
SHEET NO.: C1



**GENERAL NOTES**

**SPECIAL CONDITIONS**

THE OWNER, GENERAL CONTRACTOR, EACH INDIVIDUAL SUBCONTRACTOR AND MATERIALMAN AGREE TO SAVE THE ARCHITECT HARMLESS AS A RESULT OF ANY INJURY OR DAMAGE THAT MAY OCCUR TO ANY INDIVIDUAL OR PROPERTY DURING CONSTRUCTION AS A RESULT OF ACTS OR OMISSIONS BY SAID OWNER, CONTRACTORS AND/OR MATERIALMEN DURING THE PERFORMANCE OF THEIR WORK.

ALL WORK WILL PROCEED IN STRICT ACCORDANCE WITH LOCAL, STATE AND FEDERAL SAFETY CODES, STATUTES AND RECOGNIZED STANDARDS.

THE GENERAL CONTRACTOR SHALL OBTAIN THE GENERAL BUILDING PERMIT(S), PAY ALL FEES AND ARRANGE FOR ALL INSPECTIONS FOR HIS WORK.

NO MATERIALS OR CONSTRUCTION PROCEDURES SHALL BE UTILIZED ON THIS PROJECT WHICH ARE PROHIBITED BY LAW OR SHALL CAUSE A HARMFUL EFFECT ON THE ENVIRONMENT OR TO ANY PERSON ON THE SITE DURING CONSTRUCTION OR LATER OCCUPANCY.

**INSURANCE**

EACH CONTRACTOR SHALL BE RESPONSIBLE FOR THE LIABILITY AND COMPREHENSIVE INSURANCE AND FOR WORK DAMAGED BY IMPROPER WORKMANSHIP. THE OWNER SHALL PURCHASE AND MAINTAIN THE OWNER'S USUAL COVERAGE INSURANCE ON THE WORK WHICH INSURES TO THE OWNER'S BENEFIT. OPTIONALLY THE OWNER MAY PURCHASE AND MAINTAIN OTHER INSURANCE FOR SELF-PROTECTION AGAINST CLAIMS WHICH MAY ARISE FROM OPERATIONS DURING CONSTRUCTION.

**FIELD CONDITIONS**

THE GENERAL CONTRACTOR AND EACH SUBCONTRACTOR SHALL BE RESPONSIBLE FOR FIELD CHECKING ALL EXISTING CONDITIONS AND FOR FITTING THEIR WORK TO NEW AND EXISTING WORK. NOTICE MUST BE IMMEDIATELY GIVEN TO THE ARCHITECT WHERE THERE ARE INCONSISTENT OR CONFLICTING DIMENSIONS ON THE DRAWINGS AND WHERE THERE IS A CONFLICT IN THE WORK OF THE INDIVIDUAL TRADES AND/OR CONDITIONS FOUND IN THE FIELD. EACH CONTRACTOR ASSUMES FULL RESPONSIBILITY FOR HIS WORK WHERE HE FAILS TO CHECK SUCH CONDITIONS AND/OR GIVE NOTICE TO THE ARCHITECT OF DISCREPANCIES THEREIN.

IN GENERAL, UNLESS OTHERWISE INDICATED ON THE DRAWINGS, ONLY THOSE TREES WITHIN THE BUILDING AREA SHALL BE REMOVED. ALL OTHERS WILL BE PROTECTED FROM DAMAGE THROUGHOUT THE CONSTRUCTION PERIOD.

**CITY STANDARDS**

PER CHAPTER 49, SECTION 4-56 OF THE CITY CODE, ALL SIDEWALKS SHALL 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.

**SITE RESPONSIBILITIES**

SITE IS RESPONSIBLE FOR OPENING AND CLOSING ENCLOSURES AND MOVING CONTAINERS ON SERVICE DAYS.

DESCRIPTION	REQUIRED		EXISTING		PROPOSED		VARIANCE	EXIST TO PROPOSED
	PUD/C1B		PUD/C1B		PUD/C1B			
ZONING								NO CHANGE
FRONT YARD-BLDG	10		88.55		88.55			NO CHANGE
SIDE YARD	0		132.17		58.00			
REAR YARD	0		4.33		4.33			NO CHANGE
LOADING			15.5x32.83					VARIANCE
PARKING	32 MIN		14		35			NO VARIANCE
PARKING SPACE	9x18(9x18*)		9x16		9x18			
HO PARKING	1		1		3			
PARKING AISLE	22		22		22			NO CHANGE
BICYCLE PARKING	3		1		3			
MAXIMUM HEIGHT	50		27		25			
STORIES	4		1		2			
FLOOR AREA			4,080		7980			
LOT SIZE			62,809.1 SQF 1.44 ACRE		62,809.1 SQF 1.44 ACRE			NO CHANGE
MAX USABLE FLOOR AREA IN % OF LOT AREA	40%		6.5%		12.7%			

\* 16' LONG IF 2' OF OVERHANG IS PROVIDED WHEN PARKING AGAINST THE CURB

**BYCYCLES PARKING CALCULATION**

EXISTING RETAIL 3080/3000= 1.03 SPACES  
EXISTING STATION 1000/200= 5 SPACES  
PROPOSED RETAIL 4509/3000 = 1.5 SPACE  
BICYCLE PARKING REQUIRED (3 SPACES)

**VEHICLE & BICYCLE PARKING SIZE**

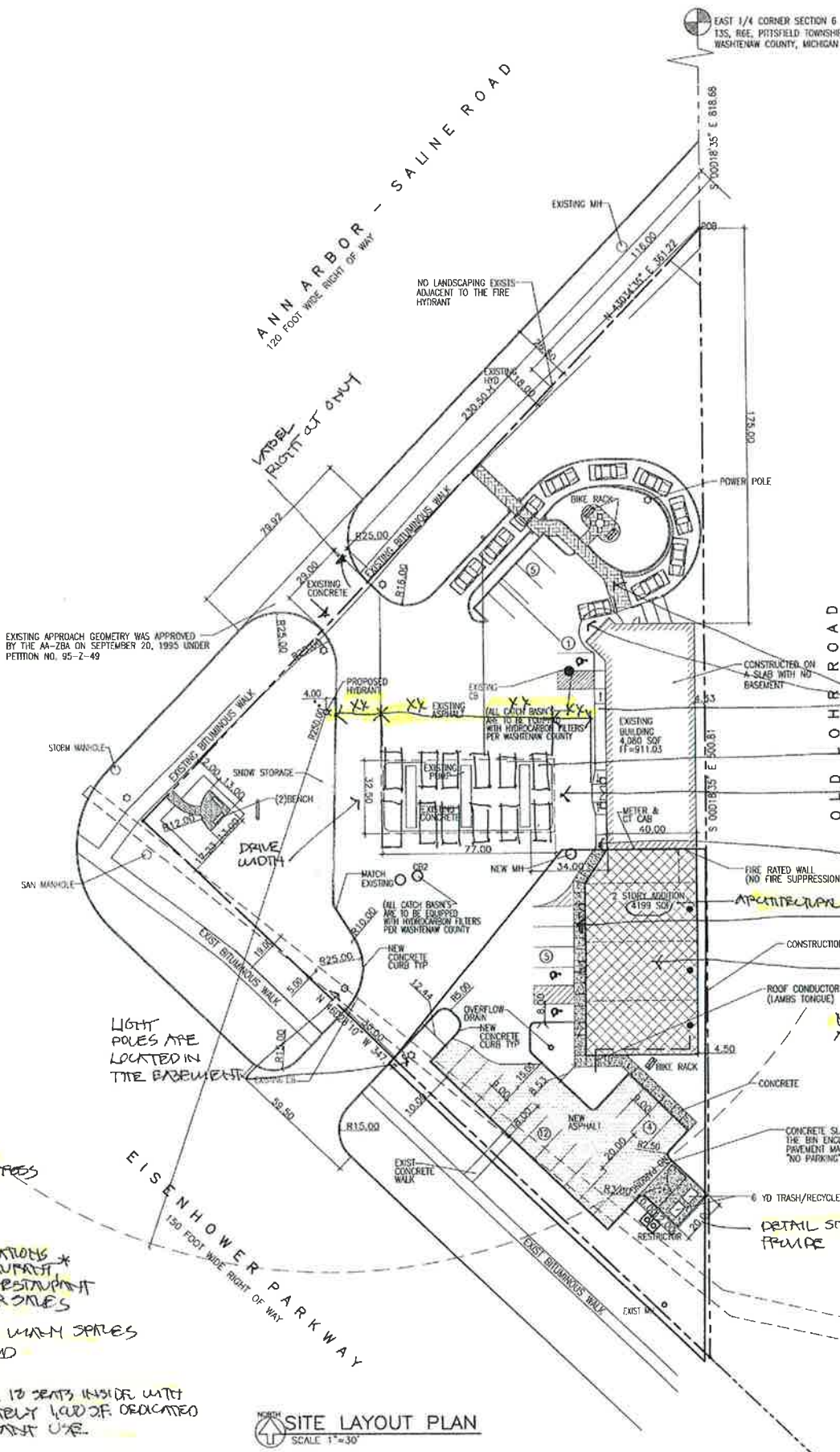
VEHICLE PARKING STALL: 9' WIDE X 18' DEPTH (18' LONG, IF 2' OF OVERHANG IS PROVIDED WHEN PARKING AGAINST A CURB)  
BICYCLE PARKING STALL: 2' WIDE X 6' DEPTH W/ 3' MIN. CLEAR ACCESS AISLE WIDTH.

**VEHICLE PARKING CALCULATION**

EXISTING RETAIL 3080/3100 = 10 SPACES  
EXISTING STATION 1000/200 = 5 SPACES  
PROPOSED RETAIL 4509/3100 = 14 SPACES  
PROPOSED OFFICE 600/150 = 2 SPACES  
TOTAL REQUIRED 31 SPACES

PROVIDE CALCULATIONS FOR THE RESTAURANT DRIVE THRU RESTAURANT AND OUT DOOR SEAT. PROVIDE HOW MANY SPACES ARE PROVIDED.

PROVIDE 12 SEATS INSIDE WITH APPROXIMATELY 1/2 OF DEDICATED TO RESTAURANT USE.



**SITE LAYOUT PLAN**  
SCALE 1"=30'



DATE: 04/01/2019

**SITE NOTES**

ALL CATCH BASINS ARE TO BE EQUIPPED WITH HYDROCARBON FILTERS PER WASHTENAW COUNTY STANDARDS

**LEGAL DESCRIPTION**

PART OF THE SOUTHEAST 1/4 OF SECTION 6, T35, R6E, CITY OF ANN ARBOR, WASHTENAW COUNTY, MICHIGAN MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE EAST 1/4 CORNER OF SAID SECTION 6; THENCE S 07°18'35"E 818.93 FEET ALONG THE EAST LINE OF SAID SECTION TO A POINT ON THE SOUTHERLY LINE OF ANN ARBOR-SALINE ROAD FOR A PLACE OF BEGINNING; THENCE CONTINUING S 07°18'35"E 500.81 FEET ALONG SAID EAST LINE AND THE CENTER LINE VACATED LOHR ROAD TO A POINT ON THE NORTHERLY LINE OF EISENHOWER PARKWAY; THENCE N 46°22'10"W 347.17 FEET ALONG THE NORTHERLY LINE OF SAID EISENHOWER PARKWAY TO THE INTERSECTION WITH SAID SOUTHERLY LINE OF ANN ARBOR-SALINE ROAD; THENCE N 43°34'35"E 361.22 FEET ALONG SAID SOUTHERLY LINE TO THE PLACE OF BEGINNING CONTAINING 1.44 ACRES OF LAND, BEING SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD, IF ANY.

**LEGEND**

- PAVED AREA
- NEW ASPHALT
- PROPOSED BUILDING
- GRASS
- PROPOSED SIDEWALK
- PROPOSED STORM
- PROPOSED WATER
- PROPOSED GAS
- PROPOSED SANITARY
- EXISTING SANITARY
- EXISTING WATER
- EXISTING OH WIRES
- EXISTING GAS
- EXISTING STORM
- EXISTING GRADE
- TOP OF ASPHALT
- TOP OF CURB
- TOP OF GUTTER
- TOP OF WALK
- HYDRANT
- STRUCTURE
- BIKE RACK

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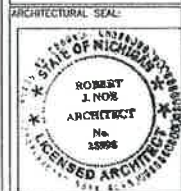
**ROBERT NOE**  
ARCHITECTURE  
1102 N. MAIN ST. #100  
ANN ARBOR, MI 48106  
734-963-0852

**QUATRO CONSTRUCTION LLC**  
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**SHELL GAS STATION**  
2679 ANN ARBOR SALINE RD  
ANN ARBOR MI

ISSUE DATE	
5/31/18	5/05/19
9/19/18	5/09/19
10/02/18	12/28/19
10/24/18	3/1/19
10/30/18	3/05/19
11/08/18	3/12/19
11/09/18	10/22/19
12/11/18	10/29/19
1/9/19	7/19/19
1/25/19	4/24/19
2/5/19	5/07/19

DRAWN BY: K.C./V.L.  
CHECKED BY: T.Q.  
APPROVED BY: T.Q.



PROJECT NO: 2686  
SHEET TITLE:

**SITE LAYOUT PLAN**

SHEET NO: C3



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 (734) 485-7873

QUATRO CONSTRUCTION LLC  
 \*DESIGN BUILD CONTRACTOR\*  
 COMMERCIAL/INDUSTRIAL/RESIDENTIAL  
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 YPSILANTI, MI 48198  
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SHELL GAS STATION  
 2679 ANN ARBOR SALINE RD  
 ANN ARBOR MI

ISSUE DATE  
 5/31/18 2/8/19-REV 5/08/19  
 9/19/18 2/21/19-REV 5/21/19  
 10/02/18 2/28/19  
 10/24/18 3/1/19  
 10/30/18 3/05/19  
 11/08/18 3/12/19  
 11/09/18 3/22/19  
 12/11/18 3/29/19  
 1/9/19 4/19/19  
 1/25/19 4/24/19  
 2/5/19 5/02/19

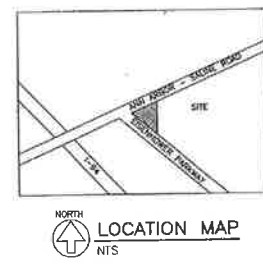
DRAWN BY: K.C./V.L.  
 CHECKED BY: T.Q.  
 APPROVED BY: T.Q.

ARCHITECTURAL SEAL  
 ROBERT NOE ARCHITECT  
 No. 18998  
 LICENSED ARCHITECT  
 STATE OF MICHIGAN

PROJECT NO.: 2066  
 SHEET TITLE: SITE DRAINAGE & UTILITY PLAN  
 SHEET NO.: C4



DATE: 04/01/2019



**STORM DETENTION NARRATIVE:**  
 THE EXISTING STORM WATER IS DIRECTED TO A STORM WATER DETENTION BASIN WITH AN OUTLET RESTRICTOR. TOTAL SITE IS 1.44 AC WITH 32,063 SFT OR .74 AC OF IMPERVIOUS AREA AND REQUIRES 11,375 C.F. OF STORAGE. WE HAD A PERK TEST PERFORMED BY "APPLIED GEOTECHNICAL SERVICES", INDICATING THAT THE EXISTING CONDITIONS WERE NOT CONDUCTIVE TO INFILTRATION. THE NEW PROJECT HAS INCREASED THE IMPERVIOUS AREA BY 12,615 SFT, OR .40 AC. THIS INCREASES THE DETENTION VOLUME TO 19,150 CFT. WE PROPOSED TO ACHIEVE THIS BY INSTALLING A COMPLETELY ENCLOSED UNDERGROUND SYSTEM WITH AN OUTLET STRUCTURE AS DETAILED ON PLAN.

**SITE NOTES**  
 ALL CATCH BASINS ARE TO BE EQUIPPED WITH HYDROCARBON FILTERS PER WASHTENAW COUNTY STANDARDS

**LEGAL DESCRIPTION**  
 PART OF THE SOUTHEAST 1/4 OF SECTION 8, T3S, R6E, CITY OF ANN ARBOR, WASHTENAW COUNTY, MICHIGAN MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE EAST 1/4 CORNER OF SAID SECTION 8; THENCE S 00°18'35" E 818.65 FEET ALONG THE EAST LINE OF SAID SECTION TO A POINT ON THE SOUTHERLY LINE OF ANN ARBOR-SALINE ROAD FOR A PLACE OF BEGINNING; THENCE CONTINUING S 00°18'35" E 500.81 FEET ALONG SAID EAST LINE AND THE CENTER LINE VACATED LOHR ROAD TO A POINT ON THE NORTHERLY LINE OF EISENHOWER PARKWAY; THENCE N 40°28'10" W 347.17 FEET ALONG THE NORTHERLY LINE OF SAID EISENHOWER PARKWAY TO THE INTERSECTION WITH SAID SOUTHERLY LINE OF ANN ARBOR-SALINE ROAD; THENCE N 43°34'35" E 361.22 FEET ALONG SAID SOUTHERLY LINE TO THE PLACE OF BEGINNING. CONTAINING 1.44 ACRES OF LAND, BEING SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD, IF ANY.

**CITY STANDARDS**  
 PER CHAPTER 49, SECTION 4-58 OF THE CITY CODE, ALL SIDEWALKS SHALL 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.

**LEGEND**

—S—S—	PROPOSED STORM
—W—W—	PROPOSED WATER
—G—G—	PROPOSED GAS
—S—S—	PROPOSED SANITARY
—S—S—	EXISTING SANITARY
—W—W—	EXISTING WATER
—G—G—	EXISTING OH WIRES
—G—G—	EXISTING GAS
—S—S—	EXISTING STORM
—S—S—	EXISTING GRACE
T/A	TOP OF ASPHALT
T/C	TOP OF CURB
T/G	TOP OF OUTER
T/W	TOP OF WALK
○	HYDRANT
□	STRUCTURE
○	LIGHT POST
○	BIKE RACK

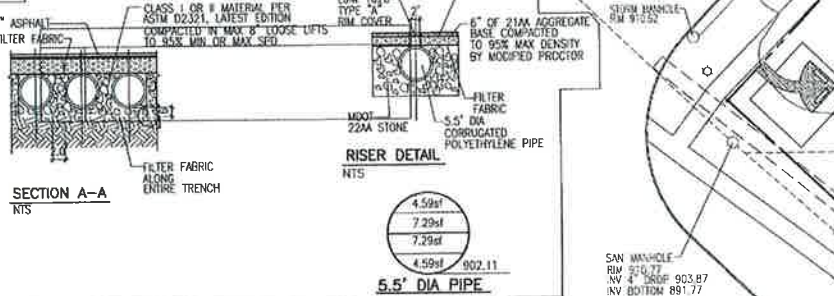
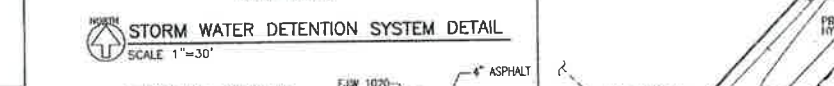
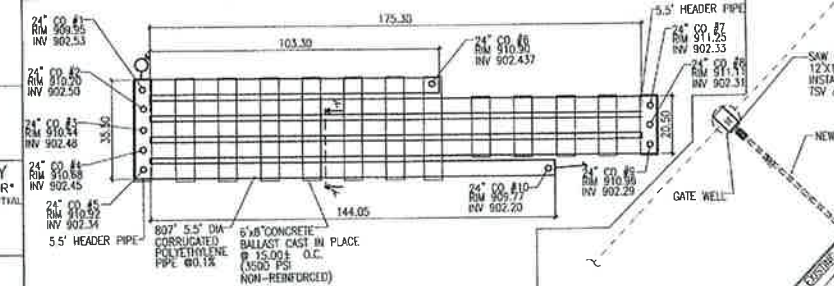
**EASEMENT "B"**  
 A sanitary sewer easement of varying width being a part of the S.W. 1/4 of Section 5 and the S.E. 1/4 of Section 6, City of Ann Arbor, Washtenaw County, Michigan, described as follows:  
 commencing at the S. 1/4 corner of Section 5, T.3S., R.6E., City of Ann Arbor, Washtenaw County, Michigan, and proceeding thence S 86° 38' 10" W 922.68 feet along the south line of said section and N 01° 21' 50" W 25.18 feet to the point of beginning, proceeding thence 1276.18 feet along the arc of a curve to the right having a radius of 1642.95 feet passing through a central angle of 64° 38' 57" with a long chord bearing S 70° 16' 39" W 1214.07 feet; thence S 48° 01' 40" W 1525.29 feet; thence S 41° 58' 10" E 3.33 feet; thence S 51° 38' 00" E 319.83 feet; thence S 77° 11' 35" E 131.93 feet; thence S 48° 01' 40" E 403.03 feet; thence S 49° 51' 53" E 205.77 feet; thence S 41° 15' 14" E 218.88 feet; thence S 59° 31' 30" E 208.26 feet; thence S 64° 11' 05" E 397.13 feet; thence S 70° 43' 14" E 381.34 feet; thence S 43° 09' 00" E 81.02 feet to point of beginning.  
 Also, a 50-foot wide temporary construction easement lying north of the above described sanitary sewer easement, said temporary easement to revert back to the owner upon City acceptance of the sanitary sewer.  
 PER LIBER 1784, PAGE 569

ALSO A 50 FT WIDE TEMPORARY CONSTRUCTION EASEMENT LYING NORTH OF THE ABOVE DESCRIBED SANITARY SEWER EASEMENT, SAID TEMPORARY EASEMENT TO REVERT BACK TO THE OWNER UPON CITY ACCEPTANCE OF THE SANITARY SEWER.

DATE: 03/05/19  
 JOB NO: 2066  
 DRAWING NO: 2066-SD  
 SHEET: 1 OF 1  
 SCALE: NTS

EXHIBIT B  
 ANN ARBOR-SALINE ROAD  
 ANN ARBOR, MICHIGAN

T.S. QUATRO COMPANY  
 \*DESIGN BUILD CONTRACTOR\*  
 COMMERCIAL/INDUSTRIAL/RESIDENTIAL  
 201 NORTH PARK STREET  
 YPSILANTI, MI 48198  
 PHONE (734) 485-7737  
 FAX (734) 485-7873



**Sanitary Flow Mitigation Calculations:**

PROPOSED USE:  
 NEW RETAIL - DRY STORAGE 4,509      0.03 GPD/SFT      0.094 GPM  
 1440 MBW/SHT

TOTAL EXISTING FLOW:  
 0.094 GPM \* 4 (PEAKING FACTOR) \* 1.1 (SYSTEM RECOVERY FACTOR) = 0.41 GPM

**ADDITIONAL STORAGE REQUIRED:**

C = .81  
 A = 1.44 AC  
 First Flush  
 $V_{ff} = 1392 \text{ cf}$   
 Bank Full  
 $V_{bf} = 2141 \text{ cf}$   
 100 YEARS FLOOD  
 $V_{100} = 7775 \text{ cf}$

**EXISTING STORAGE REQUIREMENT:**

$V_{ff} \text{ exist} = 1720 \text{ cf}$  (SEE EXIST SITE)  
 $V_{bf} \text{ exist} = 7602 \text{ cf}$  (CALCULATION ON SHEET C-6)  
 $V_{100} \text{ exist} = 11375 \text{ cf}$

**TOTAL STORAGE REQUIREMENT:**

$V_{ff} = 1720 + 1392 = 3112 \text{ cf}$   
 $V_{bf} = 7602 + 2141 = 9743 \text{ cf}$   
 $V_{100} = 11375 + 7775 = 19150 \text{ cf}$

TOTAL DETENTION VOLUME REQUIRED = 19,150 CF

**STORAGE CALCULATIONS:**

Elevation	Depth	Volume	Total
902.11	0	0	0
RESTRICTOR			
903.49	1.375	4.59x807=3704	3704
904.86	1.375	7.29x807=5883	9587
906.24	1.375	7.29x807=5883	15470
907.61	1.375	4.59x807=3704	19174

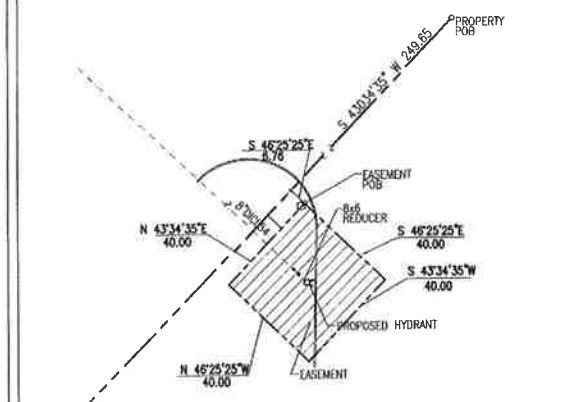
19150-REQUIRED > 19174-PROVIDED

**First Flush of runoff**

Qff = 312  
 Orifice calculation  
 Have 2/3 (903.27 - 902.11) = 773  
 $A = 0.86$   
 $V_{ff} = 1392 \text{ cf}$   
 $V_{100} = 7775 \text{ cf}$

**Bank Full Flood**

Have 2/3(904.90 - 902.11) = 1.86  
 $Q = .82(0.0634)^{1/2} (64.4 (1.66) = .057$   
 $T = 9743$   
 $T_{rem} = 47.48 - 28.34 = 19.14$   
 VOLUME THROUGH (2) 7/8" HOLES IN 19.14 HOURS:  
 $V_{100} = 2/3 (904.90 - 903.27) + (903.27 - 902.11) = 2.25 \text{ ft}$   
 $Q_{100} \text{ WILL BE DEFINED AS THE DISCHARGE THROUGH THE 11 ORIFICES WHEN BOTH THE 11 AND 07 HOLES ARE CONTRIBUTING.}$   
 $Q_{100} = (.82)(0.0634)^{1/2} (64.4 (2.25) = .062 \text{ cfs}$   
 $V_{100} = 19.14 \times (.062) 3600 = 4272 \text{ cf}$   
 $V_2 = 6631 - 4272 = 2359 \text{ cf}$   
 $Q_2 = V_2 / T_{rem} = 2359 / 19.14 = 0.123 \text{ cfs}$   
 AVERAGE WATER ELEVATION = Have<sup>100</sup>  
 $A_{100} = .82(64.4 (1.09) = 0.06554 \text{ SOF;}$   
 Use (3) 7/8" Hole with  $A_p = 0.0125 \text{ sf @ ELEV 904.90}$

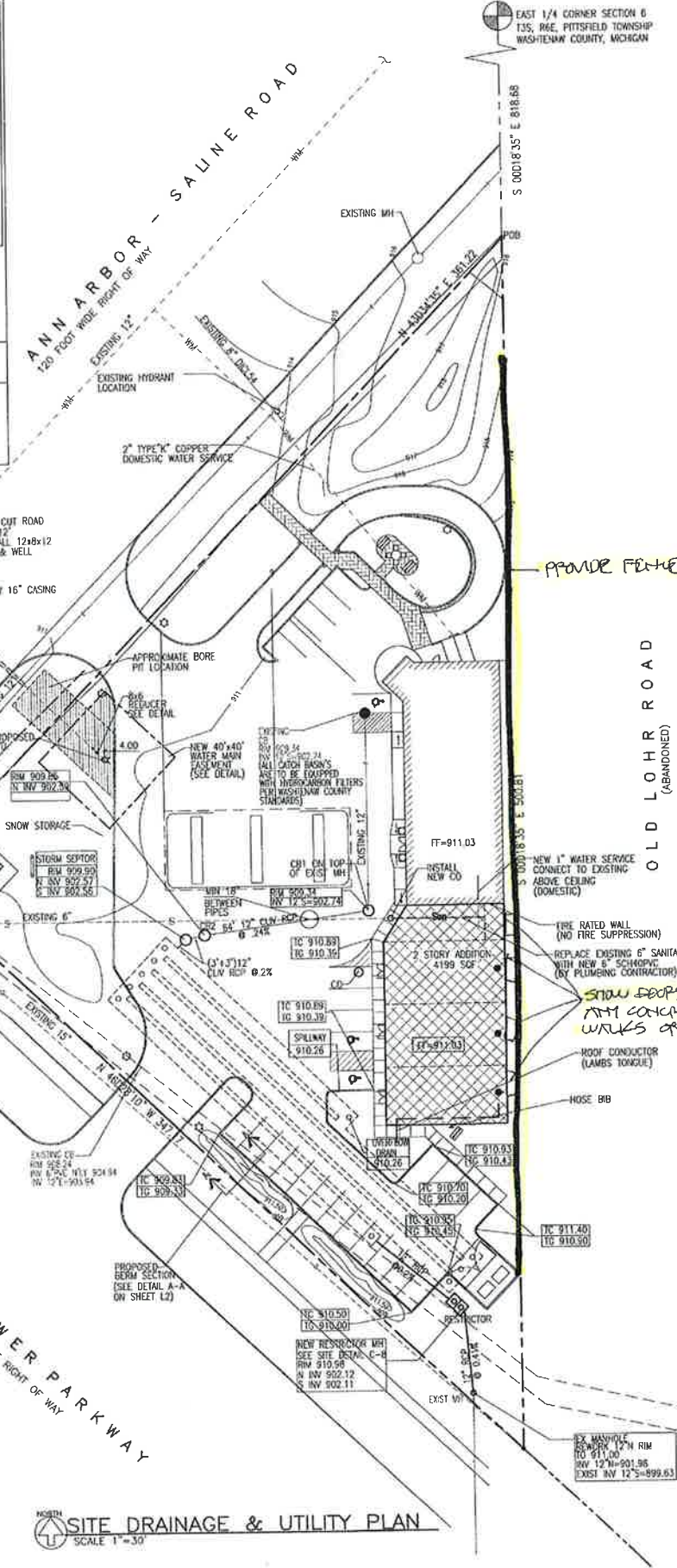
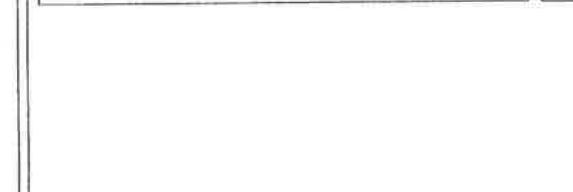
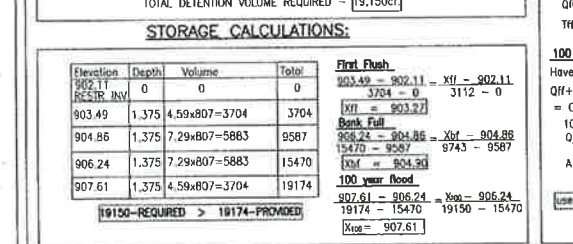
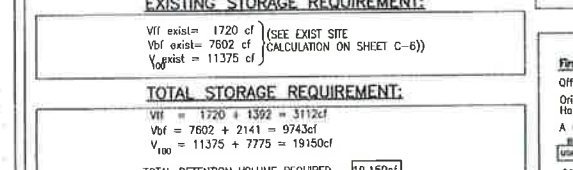
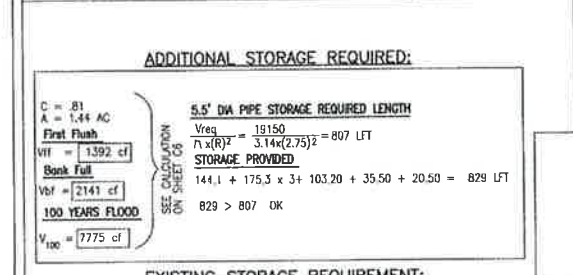
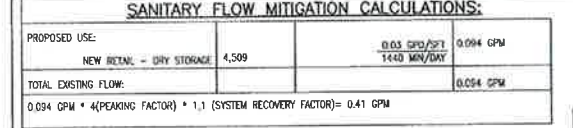


**EASEMENT DESCRIPTION**  
 40'x40' FIRE HYDRANT EASEMENT LOCATED IN SECTION 6 T3S R6E CITY OF ANN ARBOR DESCRIBED AS:  
 FROM PROPERTY POINT OF BEGINNING ON THE SOUTHERLY LINE OF ANN ARBOR-SALINE ROAD S 43°34'35" W 249.65 ALONG WESTERLY PROPERTY LINE;  
 THENCE S 46°25'25" E 6.76 FT TO EASEMENT POINT OF BEGINNING;  
 THENCE S 46°25'25" E 40.00 FT;  
 THENCE S 43°34'35" W 40.00 FT;  
 THENCE N 46°25'25" W 40.00 FT;  
 THENCE N 43°34'35" E 40.00 FT. TO THE POINT OF BEGINNING

DATE: 05/13/19  
 JOB NO: 2066  
 DRAWING NO: 2066-SD  
 SHEET: 1 OF 1  
 SCALE: 1"=30'

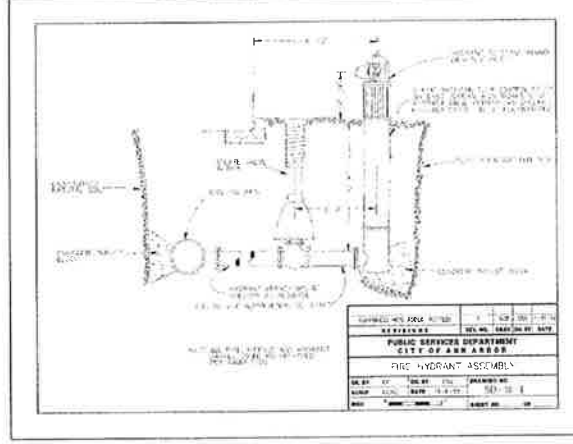
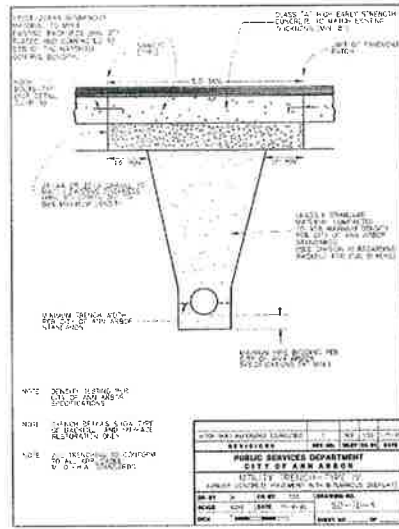
EXHIBIT A  
 ANN ARBOR-SALINE ROAD  
 ANN ARBOR, MICHIGAN

T.S. QUATRO COMPANY  
 \*DESIGN BUILD CONTRACTOR\*  
 COMMERCIAL/INDUSTRIAL/RESIDENTIAL  
 201 NORTH PARK STREET  
 YPSILANTI, MI 48198  
 PHONE (734) 485-7737  
 FAX (734) 485-7873

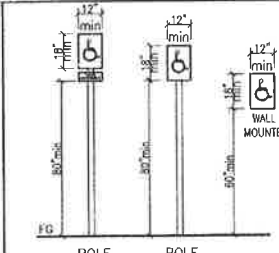


**SITE DRAINAGE & UTILITY PLAN**  
 SCALE 1"=30'

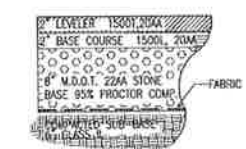




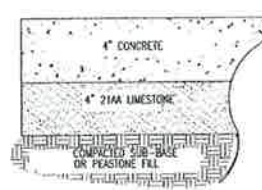
DATE: 04/01/2019



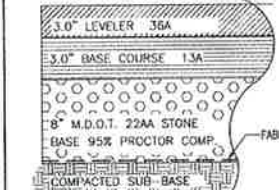
ADA BARRIER FREE SIGN MOUNTING HEIGHTS  
N.T.S.



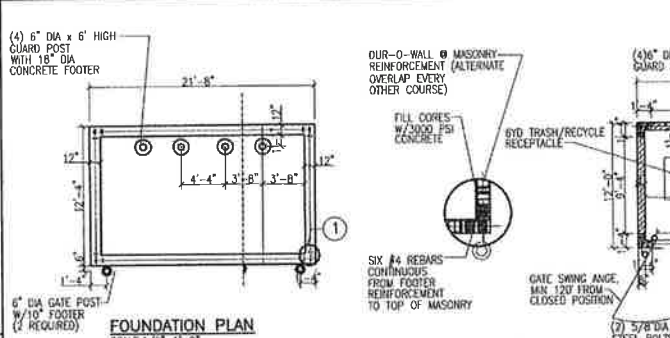
ASPHALT - MEDIUM DUTY  
NOT TO SCALE



CONCRETE - LIGHT DUTY  
NOT TO SCALE

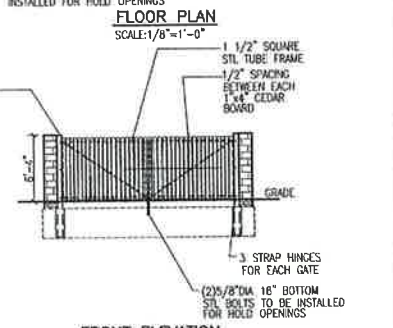


MDOT ASPHALT - HEAVY DUTY  
N.T.S.

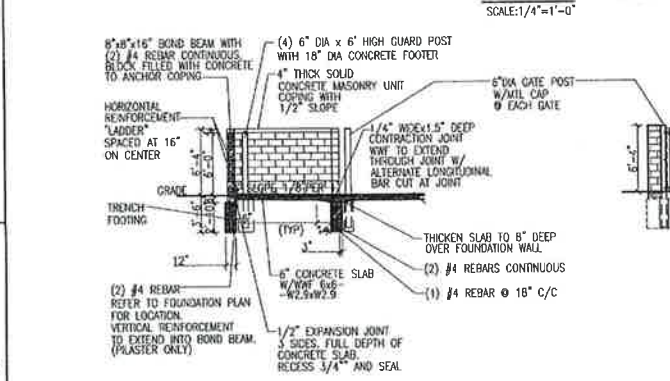


FOUNDATION PLAN  
SCALE: 1/8"=1'-0"

DETAIL 1  
SCALE: 1/4"=1'-0"



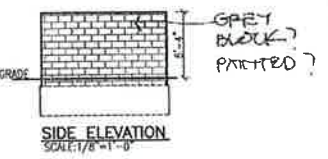
FRONT ELEVATION  
SCALE: 1/8"=1'-0"



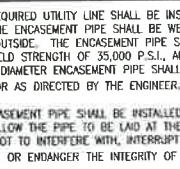
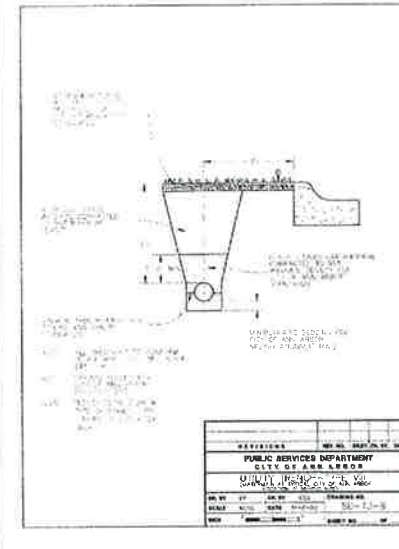
SECTION  
SCALE: 1/8"=1'-0"

NOTE:  
STANDARD CONSTRUCTION TO BE 8" x 16" CONCRETE MASONRY UNITS-LAD IN RUNNING BOND WITH ALL JOINTS TOOK 1/2" ASPH. BRSE. MASONRY TO MATCH BUILDING. SEE PLOT PLAN AND/OR SPECIFICATIONS. REFER TO GRADING PLAN FOR PAVEMENT ELEVATIONS.

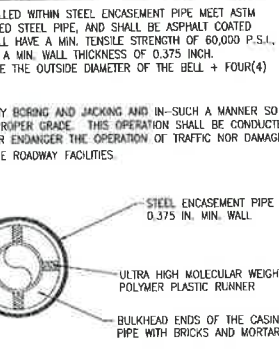
DUMPSTER DETAIL  
SCALE: 1/8"=1'-0"



SIDE ELEVATION  
SCALE: 1/8"=1'-0"



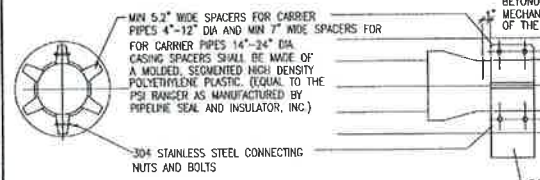
DATE: 04/01/2019



STEEL ENCASEMENT PIPE  
0.375 IN. MIN. WALL

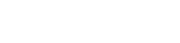
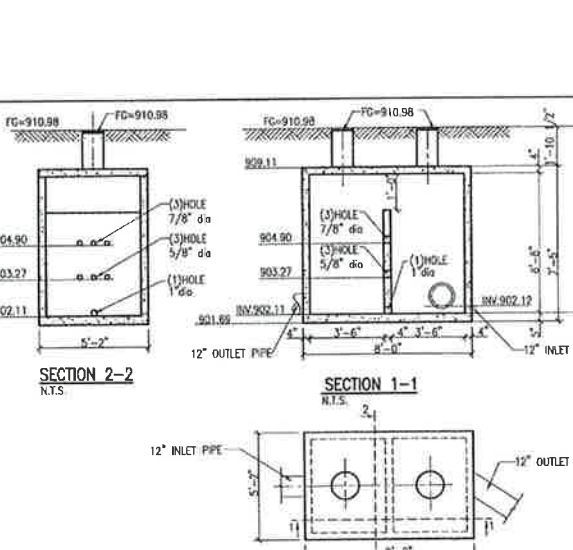
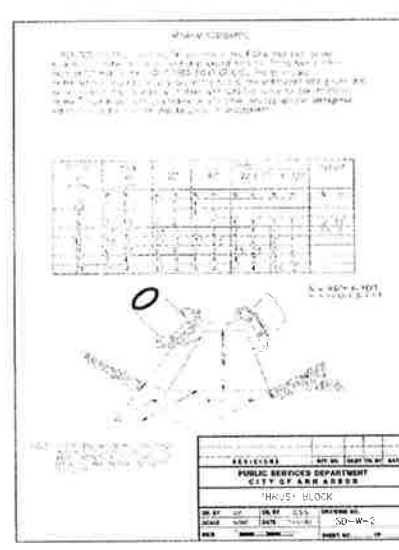
WATER MAIN (DUCTILE IRON PIPE WITH RESTRAINED JOINTS)

- 1) BORING SHALL BE PERFORMED BY ACCEPTED AND RECOGNIZED METHODS WHICH WILL PROVIDE ADEQUATE SAFETY AND PROTECTION AT ALL TIMES TO WORKMEN, INSPECTORS, AND ALL OTHERS INVOLVED IN THE CONSTRUCTION.
- 2) THE SHEETING OF THE BORING PITS ALONG ANY ROAD WILL BE REQUIRED IF THE LEAD IN EDGE OF ALL WORK PITS WILL BE CLOSER TO THE PAVEMENT EDGE THAN THE SHOULDER POINT OR TEN (10) FT., WHICHEVER DISTANCE IS GREATER, OR ON CURB AND GUTTER SECTIONS, AT LEAST FIVE (5) FT. FROM BACK OF CURB.
- 3) STEEL ENCASEMENT PIPE FOR BORING AND JACKING SHALL CONFORM TO THE REQUIREMENTS OF EITHER ASTM A53, TYPE E OR S, GRADE B OR ASTM A139, GRADE B.
- 4) THE INSIDE DIA OF CASING PIPE SHALL BE AT LEAST 4" GREATER THAN THE LARGEST OUTSIDE DIA OF THE CARRIER PIPE JOINTS FOR CARRIER PIPE 6" AND OVER IN DIA. THE CASING SHALL HAVE A MIN WALL THICKNESS OF 0.375".
- 5) CASING PIPE JOINTS SHALL BE WELDED TO FORM A LEAKPROOF CONTINUOUS CASING.
- 6) EACH CASING SPACER SHALL HAVE AT LEAST SIX INTEGRALLY MOLDED SKIDS.
- 7) THE STEEL CASING PIPE SHALL BE OF SMOOTH INTERIOR AND SHALL BE PLACED ACCURATELY TO LINE AND GRADE, ALLOWING FOR THE ENCASED PIPE THICKNESS AND SUPPORTS UNDER EACH LENGTH OF ENCASED PIPE.
- 8) THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE AGENCY HAVING JURISDICTION OVER THE LOCATION OF PROPOSED BORING 48 HOURS PRIOR TO BEGINNING BORING.

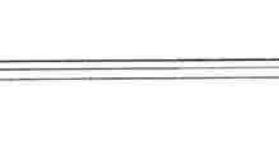


After testing satisfactorily, the remaining space between the carrier pipe and encasing pipe shall be pressure grouted or otherwise filled with concrete. The carrier pipe shall be adequately braced to prevent movement of the pipe.  
Casing spacers shall be placed a max. of seven (7) feet apart along the length of the carrier pipe with one casing spacer within 2.5 feet of each side of a pipe joint and the rest evenly spaced.

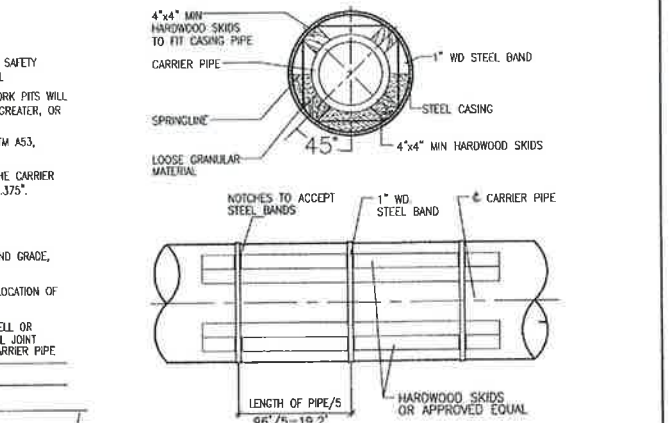
BORING DETAIL  
NOT TO SCALE



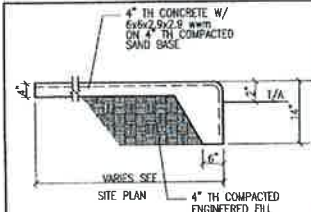
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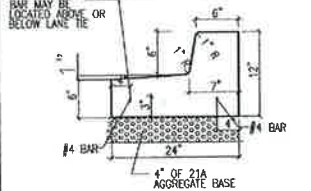
RESTRICTOR  
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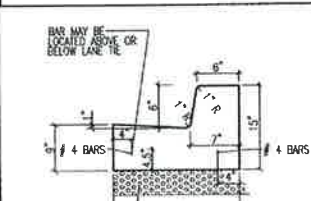
VOID BETWEEN CASING AND CARRIER PIPE TO BE FILLED WITH LOOSE GRANULAR MATERIAL ONLY TO THE SPRINGLINE OF THE CARRIER PIPE.  
THE JOINTS OF THE CASING ARE TO BE WELDED AROUND THEIR CIRCUMFERENCE BEFORE THE CARRIER PIPE IS PUSHED/PULLED INTO THE CASING.  
BULKHEADS SHALL BE PROVIDED AT BOTH ENDS OF THE CASING PIPE.  
THE CONTRACTOR SHALL SUBMIT IN WRITING DETAILS OF THE APPROPRIATE PIPE CASING INSTALLATION FOR REVIEW & APPROVAL OF THE ENGINEER BEFORE INSTALLATION OF ANY CASING STARTS.  
RCP UNDER HIGHWAY OR STREETS SHALL BE ASTM DESIGNATION C76, CLASS 5.  
STEEL CASING PIPE SHALL BE 16" DIA x 0.25" WALL THICKNESS UNCOATED PIPE MEETING THE REQUIREMENTS OF EITHER ASTM A53, (TYPE E OR S, GRADE B) OR ASTM A139 (GRADE B).



SIDEWALK AT BUILDING  
N.T.S.



REVERSE CURB & GUTTER (TYPE 2)  
N.T.S.



RESTRICTOR  
NOT TO SCALE

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SHELL GAS STATION  
2679 ANN ARBOR SALINE RD  
ANN ARBOR MI

ISSUE DATE
09/28/18
10/01/18
10/23/18
10/30/18
1/6/19
02/08/19
03/25/19
04/25/19

DRAWN BY: K.C./L.V.R.  
CHECKED BY: T.Q.  
APPROVED BY: T.Q.

PROJECT NO.: 2886  
SHEET TITLE: SITE DETAILS  
SHEET NO.: C7



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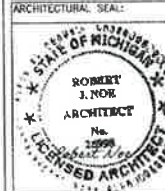
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SHELL GAS STATION  
2879 ANN ARBOR SALINE ROAD  
ANN ARBOR MICHIGAN

ISSUE DATE
7-23-18
8-8-18
10-24-18

DRAWN BY: K.C.  
CHECKED BY: T.Q.  
APPROVED BY: T.Q.



PROJECT NO.: 2686

SHEET TITLE:  
FIRST FLOOR FLOOR PLAN

SHEET NO.:  
A1

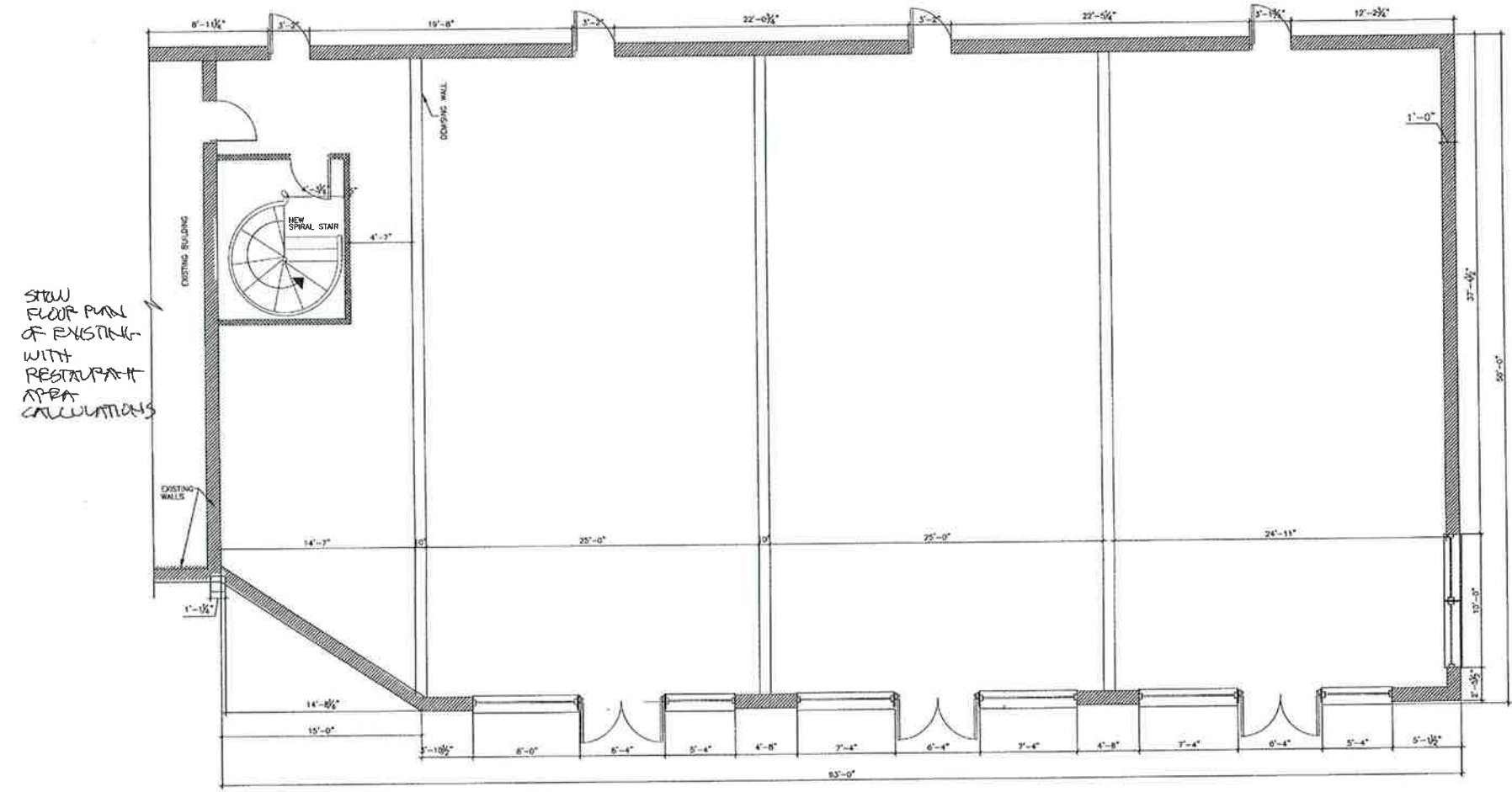
WALL LEGEND		
	NEW DROP WALL 3/8" MTL STUD WITH DRYWALL (1) LAYER 1 SIDE	(W1)
	NEW INTERIOR WALL 3/8" MTL STUD W (1) LAYER 3/8" DRYWALL BOTH SIDES	(W2)
	EXISTING WALL WITH DOOR FILLED IN AND NEW (1) LAYER 3/8" DRYWALL BOTH SIDES.	(W3)
	EXISTING EXTERIOR WALL: 6" MTL STUD WITH SIDING	(W4)
	EXISTING EXTERIOR WALL: 8" MASONRY BLOCK GROUDED SOLID AT OPENINGS. WITH NEW BRICK VENEER	(W5)

WALL LEGEND	
	NEW METAL STUD WALLS
	NEW BRICK VENEER WALLS

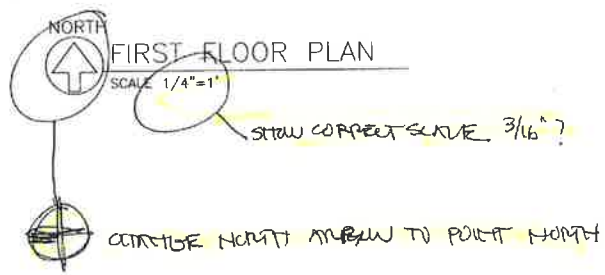
- GENERAL FLOOR FINISH NOTES**
- SEE ELEVATIONS FOR EXACT FINISH LOCATIONS.
  - NEW CONCRETE FLOORS: 1/2" SLOPE TO ALL
  - G.C. TO PROVIDE STRESS-CRACK SUPPRESSION FOR ALL TILE SURFACES.

- GENERAL NOTES**
- FIELD VERIFY BASE BUILDING DIMENSIONS AND DOOR LOCATIONS. REPORT DISCREPANCIES TO ARCHITECT PRIOR TO BEGINNING OF INTERIOR CONSTRUCTION.
  - HEIGHT OF WALLS ARE MEASURED FROM FLOOR SLAB.
  - CONTRACTOR SHALL PROVIDE CONSTRUCTION BARRICADE/VISUAL SCREENS IN ACCORDANCE W/OWNER & O.H.S.A. REQUIREMENTS.
  - ALL SAFETY GLASS (TEMPERED, LAMINATED, ETC.) SHALL BE PERMANENTLY LABELED TO INDICATE THE TYPE OF GLASS AND THE SAFETY GLASS STANDARD TO WHICH IT COMPLIES.
  - G.C. TO WORK WITH FIRE MARSHALL TO LOCATE PORTABLE FIRE EXTINGUISHERS, SIZE & TYPE. EXTINGUISHERS SHALL BE INSTALLED WITH SECTION 906.1 OF THE 2009 INTERNATIONAL FIRE CODE.
- ALL CABINETS, COUNTERS, BARS & RESTROOM VANITIES SHALL BE SMOOTH, DURABLE, & EASILY CLEANABLE. ALL CRACKS WILL BE CAULKED AND BAR WOOD SEALED AND/OR PAINTED.  
WALL MOUNTED EQUIPMENT SUCH AS SHELVES, SINKS, COUNTERS, VANITIES, URINALS, COAT RACKS, MOP PACKS, WALL FAN MOUNTS AND HOSE REELS SHALL BE SEALED IN PLACE. GAPS BETWEEN DOOR/WINDOW FRAMES/ MOLDING AND WALLS/FLOORS SHALL BE SEALED

- DOOR HARDWARE**
- HARDWARE TYPE 1:  
(STORE FRONT)
- (1) CLOSER/STOP
  - (1) EXIT DEVICE; ADAMS RITE #8400 MORTISE PANIC DEVICE (BY G.C.) OR EQUAL
  - NO PULL
  - (1) ADA APPROVED ALUM. THRESHOLD, WEATHER STRIPPING & SWEEP
- HARDWARE TYPE 2:  
(STORAGE)
- PR) BUTT HINGES;  
HAGER BB 1 279 4 1/2" x 4 1/2" 626
  - (1) KWIKSET LIDA SMARTKEY VENETIAN BRONZE UNIVERSAL KEYPED DOOR LEVER
  - (1) KICKDOWN HOLDOPEN
  - (1) KICK PLATE 32"x8"x0.05"; 626
  - (1) CLOSER; LCN 4041 SERIES
- HARDWARE TYPE 3:  
(RESTROOM)
- (1) CLOSER; LCN 4041 SERIES DUROMONIC
  - (1) KICK PLATE 32"x8"x0.5" 626
  - (2) WALL STOP; QUALITY 308 IVORY
  - (1) OFFSET SWING PIVOT HINGE 120"



SHOW FLOOR PLAN OF EXISTING RESTAURANT AREA CALCULATIONS



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SHELL GAS STATION  
 2679 ANN ARBOR SALINE ROAD  
 ANN ARBOR MICHIGAN

ISSUE DATE
7-23-18
8-8-18
10-24-18

DRAWN BY: K.C.  
 CHECKED BY: T.Q.  
 APPROVED BY: T.Q.



PROJECT NO.: 2686  
 SHEET TITLE:  
 SECOND FLOOR PLAN  
 SHEET NO.: A2

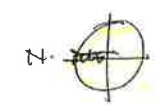
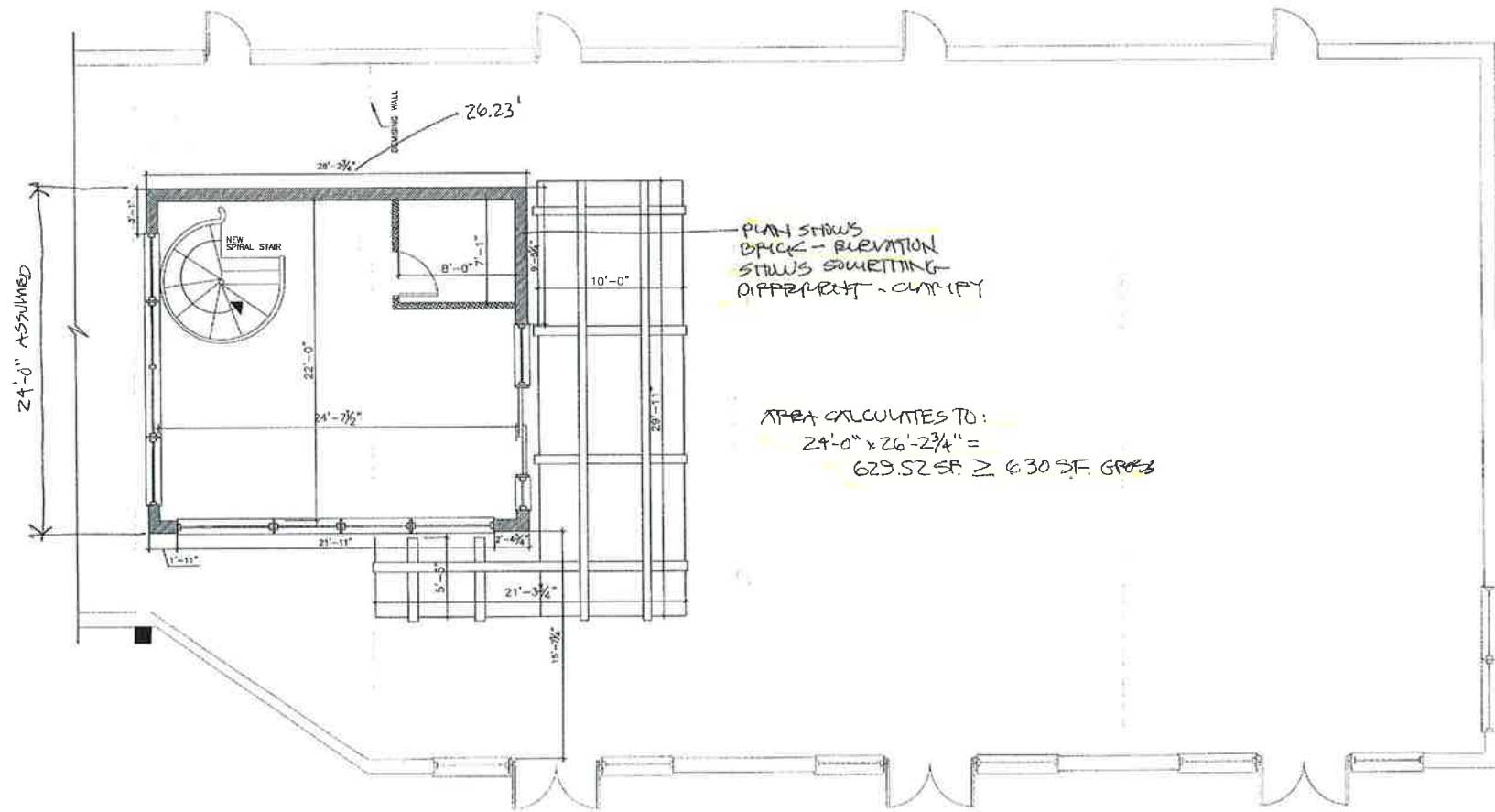
WALL LEGEND		
	NEW DROP WALL 3/8" MTL STUD WITH DRYWALL (1) LAYER 1 SIDE	(W1)
	NEW INTERIOR WALL 3/8" MTL STUD W (1) LAYER 3/8" DRYWALL BOTH SIDES	(W2)
	EXISTING WALL WITH DOOR FILLED IN AND NEW (1) LAYER 5/8" DRYWALL BOTH SIDES.	(W3)
	EXISTING EXTERIOR WALL: 6" MTL STUD WITH SIDING	(W4)
	EXISTING EXTERIOR WALL: 8" MASONRY BLOCK GROUTED SOLID AT OPENINGS. WITH NEW BRICK VENEER	(W5)

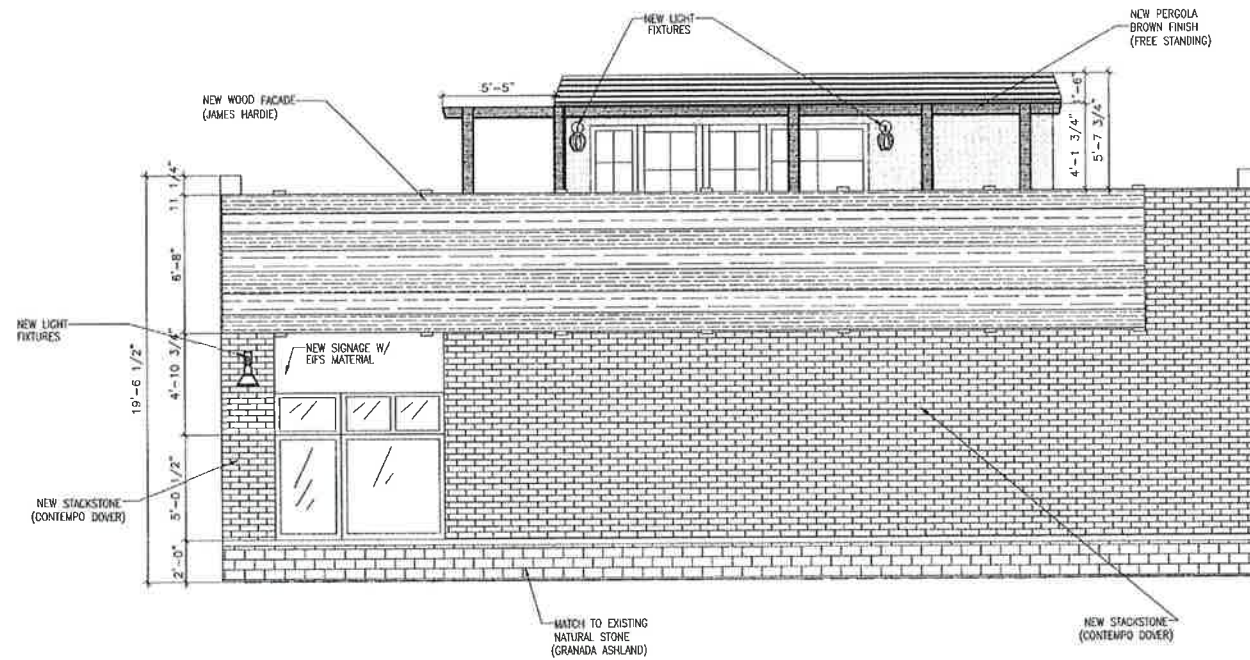
WALL LEGEND	
	NEW METAL STUD WALLS
	NEW BRICK VENEER WALLS

- GENERAL FLOOR FINISH NOTES
- SEE ELEVATIONS FOR EXACT FINISH LOCATIONS.
  - NEW CONCRETE FLOORS: 1/2" SLOPE TO ALL
  - G.C. TO PROVIDE STRESS-CRACK SUPPRESSION FOR ALL TILE SURFACES.

- GENERAL NOTES
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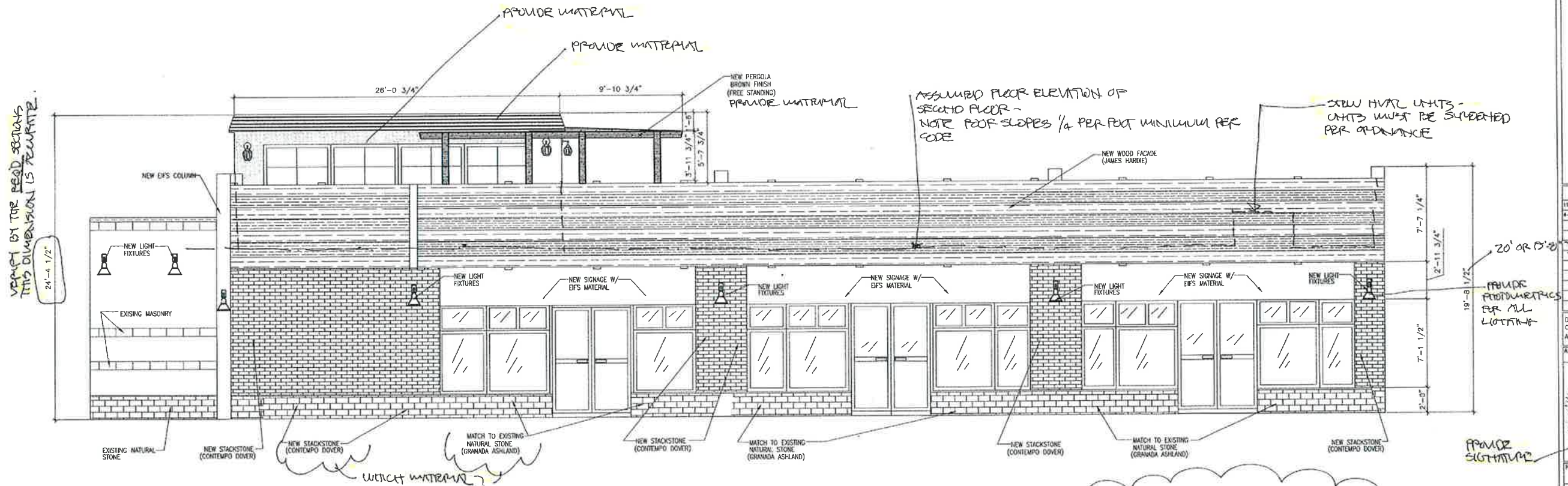
- DOOR HARDWARE
- HARDWARE TYPE 1:  
 (STORE FRONT)
- (1) CLOSER/STOP
  - (1) EXIT DEVICE; ADAMS RITE #8400 MORTISE PANIC DEVICE (BY G.C.) OR EQUAL
  - NO PULL
  - (1) ADA APPROVED ALUM. THRESHOLD. WEATHER STRIPPING & SWEEP
- HARDWARE TYPE 2:  
 (STORAGE)
- PR) BUTT HINGES; HAGER BB 1 279 4 1/2" x 4 1/2" 626
  - (1) KWIKSET LIDA SMARTKEY VENETIAN BRONZE UNIVERSAL KEYPED DOOR LEVER
  - (1) KICKDOWN HOLDOPEN
  - (1) KICK PLATE 32"x8"x0.5"; 626
  - (1) CLOSER; LCN 4041 SERIES
- HARDWARE TYPE 3:  
 (RESTROOM)
- (1) CLOSER; LCN 4041 SERIES DUROMONIC
  - (1) KICK PLATE 32"x8"x0.5" 626
  - (2) WALL STOP; QUALITY 308 IVORY
  - (1) OFFSET SWING PIVOT HINGE 120'





9'-6 1/2"  
5'-7 3/4"  
25'-2 1/4"

WEST  
WEST EXTERIOR ELEVATION  
SCALE 1/4"=1'



NORTH  
EXTERIOR ELEVATION  
SCALE 1/4"=1'

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SHELL GAS STATION  
2575 ANN ARBOR SALINE RD  
ANN ARBOR MI

ISSUE DATE

11-13-18  
4-8-19

DRAWN BY: K.C./V.L.  
CHECKED BY: T.Q.  
APPROVED BY: T.Q.

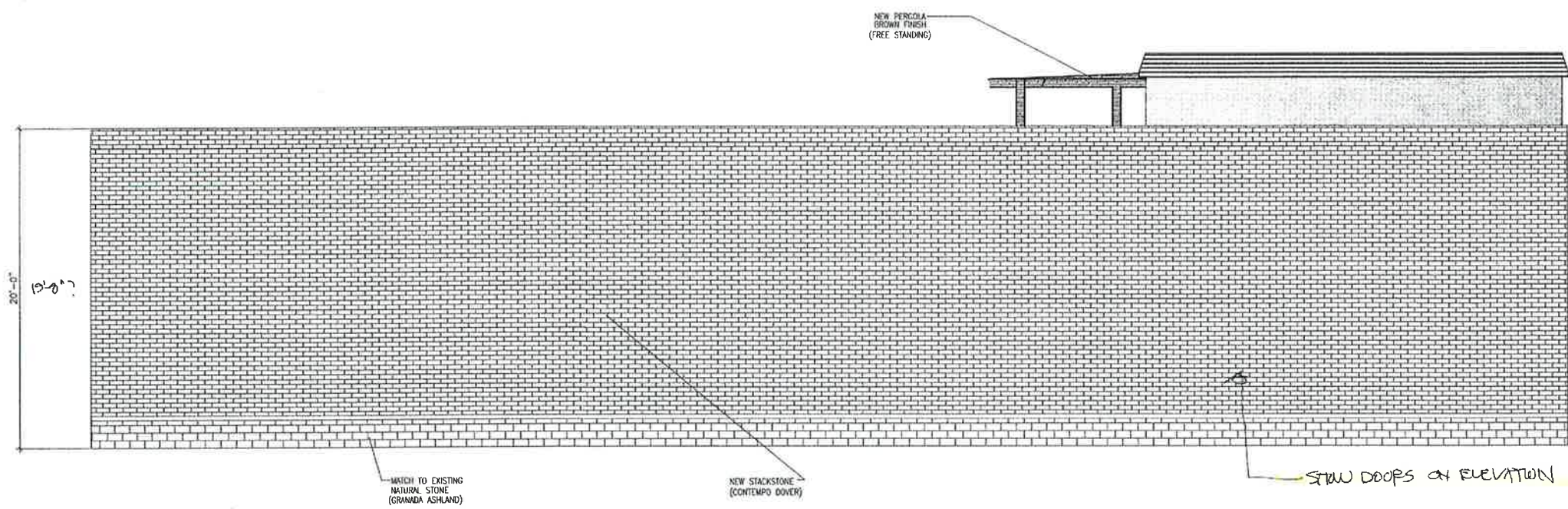
ARCHITECTURAL SEAL:




PROJECT NO.: 2086

SHEET TITLE:  
EXTERIOR ELEVATIONS

SHEET NO.: A3



**SOUTH**  
 **EXTERIOR ELEVATION**  
 SCALE 1/4"=1'

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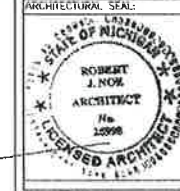
**ROBERT NOE**  
 ARCHITECTURE  
 8100 N. JUNCTION #125  
 TROY, MI 48066  
 (734) 485-0882

**QUATRO CONSTRUCTION LLC**  
 \*DESIGN BUILD CONTRACTOR\*  
 COMMERCIAL/INDUSTRIAL/RESIDENTIAL  
 201 NORTH PARK STREET  
 YPSILANTI, MI 48198  
 PHONE (734) 485-7737, FAX (734) 485-7873

**SHELL GAS STATION**  
 2679 ANN ARBOR SALINE RD  
 ANN ARBOR MI

ISSUE DATE
11-12-18
8-19

DRAWN BY: K.C./V.L.  
 CHECKED BY: T.O.  
 APPROVED BY: T.O.



PROVIDE SIGNATURE

PROJECT NO.: 2686  
 SHEET TITLE: EXTERIOR ELEVATION  
 SHEET NO.: A4

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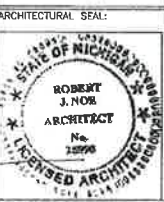
**ROBERT NOE ARCHITECTURE**  
 ARCHITECTURE  
 25266  
 YPSILANTI, MI 48198  
 (734) 485-7337

**QUATRO CONSTRUCTION LLC**  
 \*DESIGN BUILD CONTRACTOR\*  
 COMMERCIAL/INDUSTRIAL/RESIDENTIAL  
 201 NORTH PARK STREET  
 YPSILANTI, MI 48198  
 PHONE (734) 485-7337, FAX (734) 485-7873

**SHELL GAS STATION**  
 2579 ANN ARBOR SALINE RD  
 ANN ARBOR MI

ISSUE DATE  
 05/22/18 - PRELIMINARY  
 04/06/19

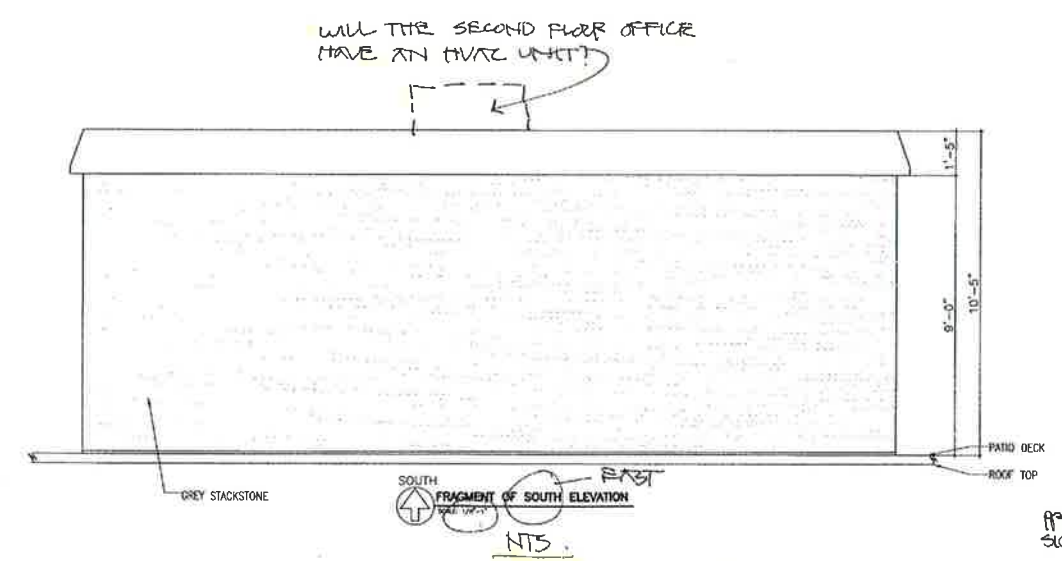
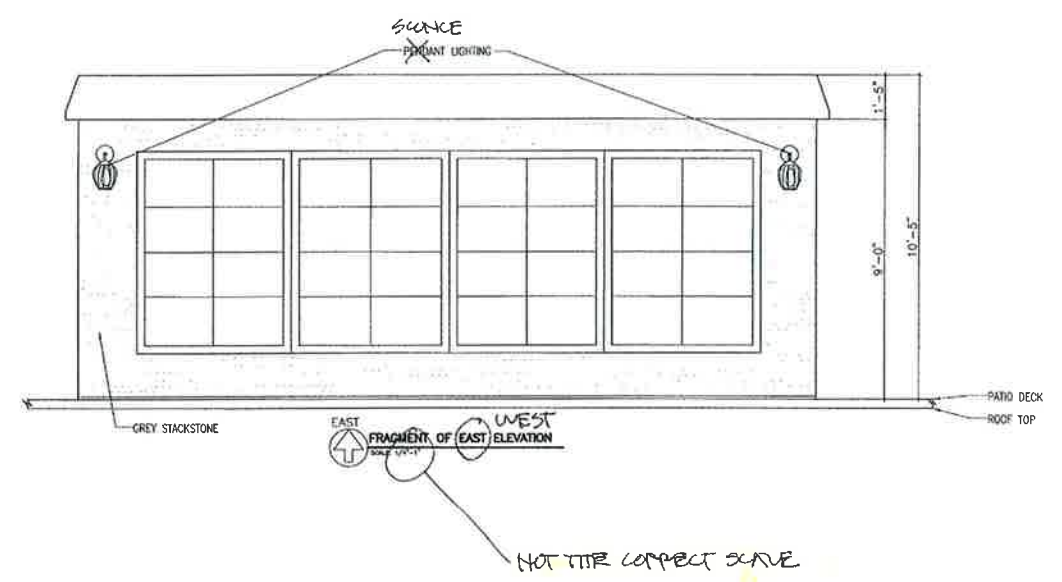
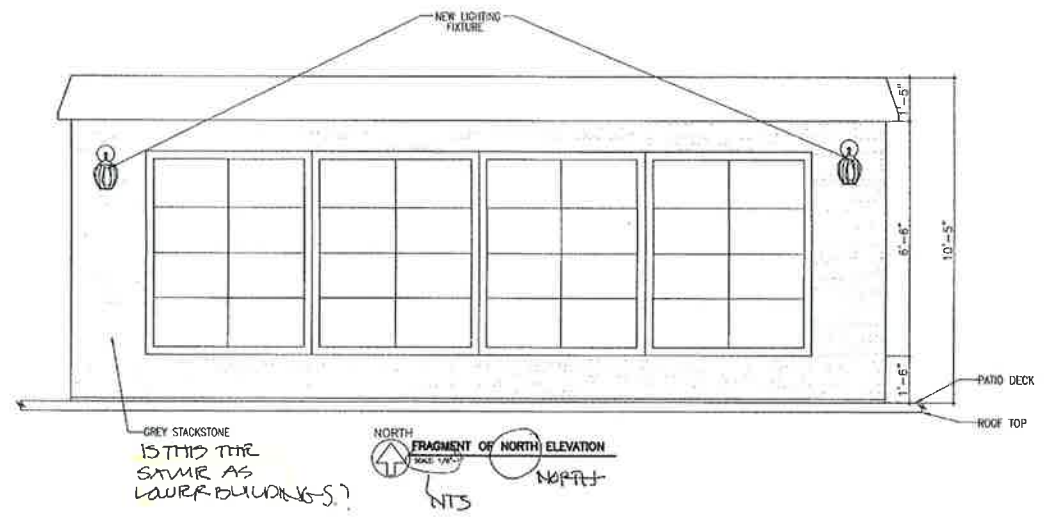
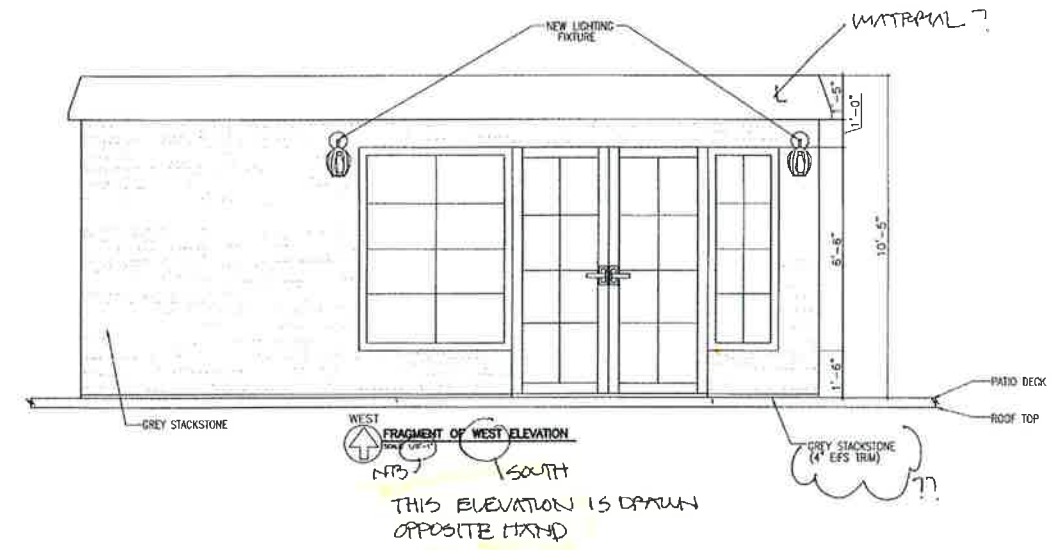
DRAWN BY: K.C./V.L.  
 CHECKED BY: T.O.  
 APPROVED BY: T.O.



PROJECT NO.: 2886

SHEET TITLE: FRAGMENT ELEVATIONS

SHEET NO.: A5



GENERAL NOTE:  
 THE ELEVATIONS ARE OUT OF SCALE  
 IN THE HORIZONTAL PLANE.