

**Zoning Board of Appeals  
August 28, 2013 Regular Meeting**

**STAFF REPORT**

**Subject:** ZBA12-017, 3947 Research Park Drive

**Summary:** American Honda Motor Company Inc., is requesting one variance from Chapter 47 (Streets), Section 4:20, a variance of 4.3 feet in order to permit a driveway opening of 19.7 feet wide; 24 feet is the minimum required.

**Description and Discussion:**

The site is located on the east side of Research Park Drive, east of South State Street, south of Interstate 94. The site is currently occupied by a 19,357 square foot emission testing and research building. The petitioner currently has a site plan under review to construct a 24,116 square foot addition to the side of the existing building in order to provide expanded capability for the facility.

The site has one curb cut from Research Park Drive. The existing drive width is 19.7 feet wide; city code requires a minimum of 24 feet for driveway width. Although 72 parking spaces are required by code, the petitioner has deferred the maximum amount of 19 spaces, due to the low traffic and parking needs of the use. There are currently 6 employees in the building and that is projected to grow to 10 employees after the addition is complete. There are no large truck delivery needs and no customer traffic visiting the site. Enlarging the existing drive would result in the removal of one mature tree and encroach significantly in to the critical root zone of two additional trees.

The site plan was recommended for approval at the August 20, 2013 Planning Commission meeting. If the variance is granted, it will proceed to City Council for final site plan approval.

The variance as proposed has been reviewed and accepted by the City's traffic engineer as a safe and efficient design for the use on the site.

**Standards for Approval - Chapter 47 (Streets) Variance**

The Zoning Board of Appeals has all the power granted by State law and by Section 5:99, Application of the Variance Power, from the City of Ann Arbor Zoning Ordinance and Chapter 47(Streets), Section 4:20(9). The following criteria shall apply:

***The Zoning Board of Appeals shall have the authority to interpret this Chapter and may, in specific cases involving practical difficulty or unnecessary hardship, grant variances or exceptions from the requirements of this Chapter providing such a variance or exception is in harmony with the general purpose and intent of this Chapter.***

All of the variances requested will be in harmony with the general purpose and intent of Chapter 47 because they will allow for continued safe and efficient access to and from the site. Modifications required to increase drive width would result in impact and/or removal of three mature trees on the site and result in additional impervious surface.

The existing use has a low daily traffic count with 10 employees predicted after the proposed building expansion. The existing drive has been in use since the original building was constructed in 1974 and there have been no known issues or conflicts with the drive. There are no large truck deliveries on a regular basis and vehicles being tested are driven on site individually. Occasionally, test vehicles are received from Japan and delivered on a flat bed truck.

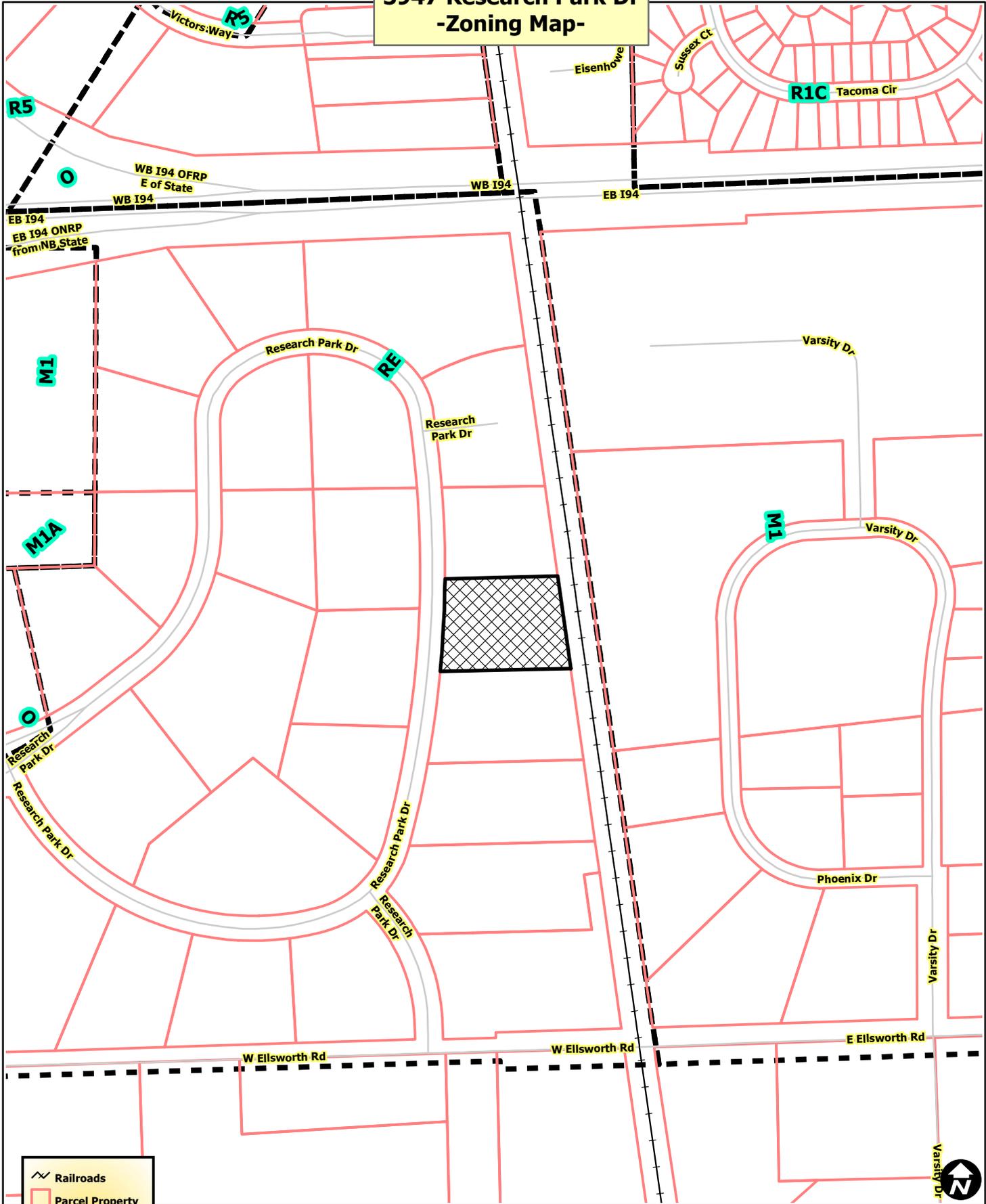
The City's Traffic Engineer has reviewed and supports the variance requests as proposed.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'M. J. Kowalski', written in a cursive style.

**Matthew J. Kowalski, AICP**  
**City Planner**

# 3947 Research Park Dr -Zoning Map-



	Railroads
	Parcel Property
<b>Zoning</b>	
	Township Island
	Zoning



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 Map Created: 6/24/2013

# 3947 Research Park Dr -Aerial Map-



 Railroads  
 Parcel Property



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 Map Created: 6/24/2013

# 3947 Research Park Dr -Aerial Map-



 Railroads  
 Parcel Property



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Map Created: 6/24/2013



**1. Are there hardships or practical difficulties to complying with the ordinance? Are these hardships or practical difficulties an exception or unique to the property compared to other properties in the City?**

Yes, widening of the existing access drive to comply with code requirements presents a practical difficulty that was unforeseen at the time of planning/development for this improvement. Based on available information the existing access drive was constructed in 1974-1975, presumably with city plan approval or prior variance approval. (see attached supplemental for continuation)

**2. Are the hardships or practical difficulties more than mere inconvenience, inability to obtain a higher financial return? (explain)**

Yes, it does not appear that widening of the existing drive opening an additional 4' will provide a significant benefit of access to, or from, the property.

Widening of the existing drive opening will temporarily impede access and daily operations of the facility while reconstruction occurs. There will also be some loss of mature landscaping of the site.

**3. What effect will granting the variance have on the neighboring properties? \_\_\_\_\_**

It is believed that granting of this variance request will have little, if any, effect on the neighboring properties or character of the community.

**4. What physical characteristics of your property in terms of size, shape, location or topography prevent you from using it in a way that is consistent with the ordinance?**

Compliance with the subject code requirement will require reconstruction of the lone access drive to the parcel which will require removal of 1 existing tree, relocation of landscaping and a small portion of an existing irrigation system. (see attached supplemental for continuation)

**5. Is the condition which prevents you from complying with the ordinance self-imposed? How did the condition come about?**

To the best of the applicant's knowledge this is not a self imposed condition. It appears the current existing drive opening width would have been approved by the city in 1974-1975 in variance to the opening width requirement of 24' that existed at that time. (see attached supplemental for continuation)

**Section 5: ALTERATION TO A NON-CONFORMING STRUCTURE (Not applicable)**

Current use of the property \_\_\_\_\_

The proposed change is allowed in accordance with Structure Non-Conformance, Section 5:87 (1) (a) & (b), which reads as follows:

- (1) A non-conforming structure may be maintained or restored, but no alteration shall be made to a non-conforming structure unless one of the following conditions is met:
  - a. The alteration is approved by the Zoning Board of Appeals upon finding that it complies as nearly as practicable with the requirements of this Chapter and that it will not have a detrimental effect on neighboring property.
  - b. The alteration conforms to all the requirements of this Chapter and is made to a building which will be a single-family dwelling on completion of the alteration and is located in an R1,R2, R3, or R4 district.
  - c. The structure is considered non-conforming due to the following reasons

(continued . . . . . )

**Existing Condition**

**Code Requirement**

Lot area \_\_\_\_\_  
Lot width \_\_\_\_\_  
Floor area ratio \_\_\_\_\_  
Open space ratio \_\_\_\_\_  
Setbacks \_\_\_\_\_  
Parking \_\_\_\_\_  
Landscaping \_\_\_\_\_  
Other \_\_\_\_\_

Describe the proposed alterations and state why you are requesting this approval:

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The alteration complies as nearly as is practicable with the requirements of the Chapter and will not have a detrimental effect on neighboring property for the following reasons:

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Wherefore, Petitioner requests that permission be granted from the above named Chapter and Section of the Ann Arbor City Code in order to permit \_\_\_\_\_

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**Section 6: Required Materials**

The following materials are required for all variance requests. Failure to provide these materials will result in an incomplete application and will delay staff review and Zoning Board of Appeals consideration of the request. The materials listed below must accompany the application and constitute an inseparable part of the application.

All materials must be provided on **8 1/2" by 11" sheets.** (Continued.....)

- Survey of the property including all existing and proposed structures, dimensions of property, and area of property.
- Building floor plans showing interior rooms, including dimensions.
- Photographs of the property and any existing buildings involved in the request.
- Any other graphic or written materials that support the request.

**Section 7: Acknowledgement**

**SIGNATURES MUST BE SIGNED IN PRESENCE OF NOTARY PUBLIC**

I, the applicant, request a variance from the above named Chapter(s) and Section(s) of the Ann Arbor City Code for the stated reasons, in accordance with the materials attached hereto.

419-352-7537  
 Phone Number  
 saneholtzd@poggemeyer.com  
 Email Address

David E. Sanholtz Signature  
 David E. Sanholtz, P.E. Print Name

I, the applicant, hereby depose and say that all of the aforementioned statements, and the statements contained in the materials submitted herewith, are true and correct.

David E. Sanholtz Signature  
 David E. Sanholtz, P.E.

Further, I hereby give City of Ann Arbor Planning & Development Services unit staff and members of the Zoning Board of Appeals permission to access the subject property for the purpose of reviewing my variance request.

David E. Sanholtz Signature  
 David E. Sanholtz, P.E.

I have received a copy of the informational cover sheet with the deadlines and meeting dates and acknowledge that **staff does not remind the petitioner of the meeting date and times.**

David E. Sanholtz Signature  
 David E. Sanholtz, P.E.

On this 31st day of July, 2013, before me personally appeared the above named applicant and made oath that he/she has read the foregoing application by him/her subscribed and knows the contents thereof, and that the same is true as to his/her own knowledge except as to those matters therein stated to be upon his information and belief as to those matters, he/she believes them to be true.



Kathy A. Bilek Notary Public Signature

5-28-18 Notary Commission Expiration Date  
 Kathy A. Bilek Print Name

**Staff Use Only**

Date Submitted: \_\_\_\_\_ Fee Paid: \_\_\_\_\_  
 File No.: \_\_\_\_\_ Date of Public Hearing \_\_\_\_\_  
 Pre-filing Staff Reviewer & Date \_\_\_\_\_ ZBA Action: \_\_\_\_\_  
 Pre-Filing Review: \_\_\_\_\_  
 Staff Reviewer & Date: \_\_\_\_\_

Application for Variance Supplemental  
Honda Emissions Testing Facility Expansion  
3947 Research Park Drive  
Ann Arbor Project #SP13-027  
7/31/13

Section 4 Item 1 continued - It appears the current drive opening width requirement was enacted in 1966 or 1969. There will be no significant increase in ingress/egress traffic of the property due to the proposed building expansion. Actual access to/from the site is generally limited to employees (6 current, 10 projected), vehicle/product delivery to the site (1 truck per month current, 3 trucks per month projected), and fuel delivery (7 times per year current, once per month projected), along with possible daily UPS or Fedex delivery or pick-up.

Section 4 Item 4 continued - The existing site conditions were installed/created in 1974-1975 at the time of original property development/construction.

Section 4 Item 5 continued – It appears that previous City approved site improvements or petition amendments occurred in 1991, 1993, 2001, and 2002 which did not require or stipulate a change of, or variance for, the existing drive opening width.

**HONDA**

**American Honda Motor Co., Inc.**  
1919 Torrance Blvd.  
Torrance, CA 90501  
Direct +1.310.783.2032

July 31, 2013

Ann Arbor  
Zoning Board of Appeals

To whom it may concern:

American Honda Motor Co., Inc. hereby authorizes Poggemeyer Design Group (PDG), and its representative named below, to act as our representative in the matter of the zoning appeal for the proposed expansion of the Honda Testing Facility, 3947 Research Park.

Kindest regards,

AMERICAN HONDA MOTOR CO., INC.



Thomas Fromdahl  
Senior Manager, Facilities Planning

Representative: David E. Saneholtz, P.E.

Poggemeyer Design Group

#### 4:20. - Curb cuts and driveway approaches.

No curb cut or driveway approach shall be made to a public dedicated street or right-of-way without first obtaining a permit from the City Administrator or his designee. Issuance of such permits shall be made only in accordance with the following regulations:

- (1) *Definitions.* As used in this section, the following definitions apply:
  - (a) The term "*approach*" shall mean an area improved for vehicular traffic on a public street right-of-way which connects the traveled portion of the street with a driveway.
  - (b) The term "*curb cut*" shall mean that section of curb removed to permit ingress and egress from the pavement to the adjacent property and shall be measured between the points of tangency of the opening radii with the normal street curbing.
  - (c) The term "*opening*" shall mean the point of connection of the driveway and approach at the street right-of-way line. Its width and location shall be determined by extending the driveway line to the street right-of-way line.
  - (d) The term "*site*" shall mean all contiguous land under the same ownership or one whole lot in the case of land for which a recorded plat exists.
  - (e) "*Street frontage*" shall mean the length of the property abutting 1 or more streets.
- (2) *Number of openings.* The number of openings listed in the chart below shall be maximum for any site, lot or parcel.

Total Street Frontage	Up to 100'	101' to 200'	201' or Over
Number of Openings	(1)	(2)	(2) for the first 200' plus (1) for each additional 600' of total street frontage thereafter.

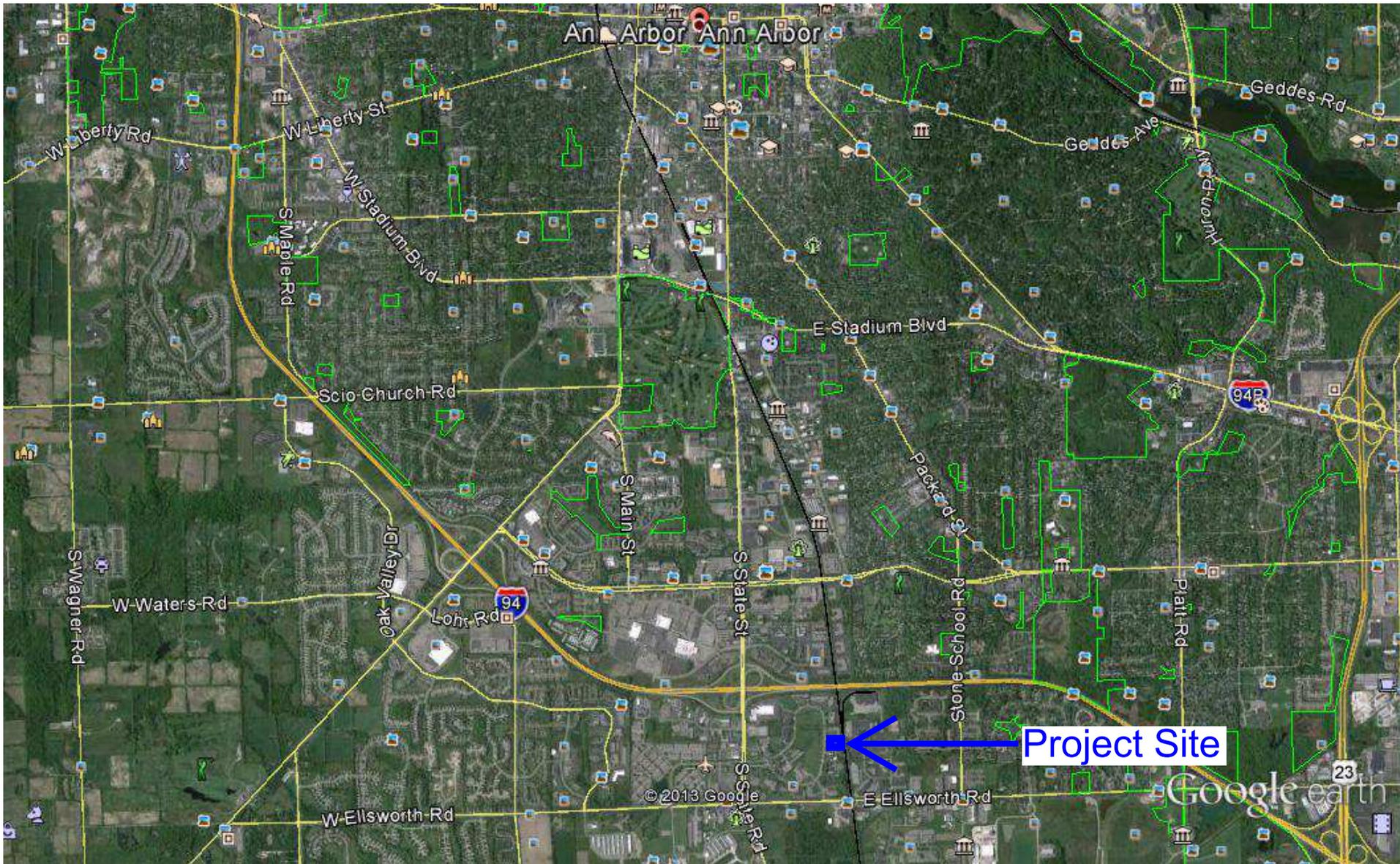
- (3) *Location of openings.*
  - (a) No opening shall be closer than 15 feet to the right-of-way line of an intersecting street or extension of the street right-of-way of a street ending at the intersection, provided that no part of any approach shall encroach on any intersection turning area, except as otherwise required by this section.
  - (b) No opening shall be closer than 10 feet from the right-of-way line of an alley, except in the case of a joint approach and provided the total width of the combined opening does not exceed that permitted in subsection (4) of this section.
  - (c) No opening shall be closer than 4½ feet to the adjacent property line. No approach shall be so constructed that any part of same extends in front of

- property belonging to another person unless both property owners sign a joint application for a permit.
- (d) Any 2 openings shall be at least 9 feet apart; provided that this requirement shall not apply to openings for existing driveways on residential property.
  - (e) All openings and approaches shall be so located as to provide adequate vertical and horizontal sight distances for safe access to the street in accordance with the design standards for sight distance, copies of which are on file with the department of streets, traffic and parking.
- (4) *Design criteria.*
- (a) The angle of the driveway approach to the street shall be 90 degrees, except as otherwise provided for herein.
  - (b) Driveways for single and two family uses shall be constructed as follows:
    - (i) Minimum permitted width of openings: 10 feet.
    - (ii) Maximum permitted width of openings: 24 feet.
    - (iii) Maximum permitted curb cut width: 44 feet.
    - (iv) Minimum turning radius: 5 feet.
  - (c) Driveways for all other uses shall be constructed as follows:
    - (i) Minimum permitted width of openings: 24 feet.
    - (ii) Maximum permitted width of openings: 30 feet.
    - (iii) Maximum permitted curb cut width: 60 feet.
    - (iv) Minimum permitted width of one-way drives: 15 feet.
    - (v) Maximum permitted width of one-way drives: 20 feet.
    - (vi) Minimum turning radius at pavement edge: 5 feet.
    - (vii) Maximum turning radius at pavement edge: 15 feet.
  - (d) Upon a finding that traffic conditions would otherwise cause unnecessary congestion or practical difficulties, the City Administrator or his designee may permit the following design features:
    - (i) One of the driveway openings on each abutting street may be channelized with a separating island a minimum of 10 feet in width to form a separate opening for entrance and exit lanes; provided that the total of both lanes shall not exceed the maximum permitted width.
- (5) *Standard for parking lots.* The following requirements shall apply to parking lots having more than 4 car spaces:
- (a) The minimum distance to intersections as measured from the extension of the street right-of-way line to the nearest edge of the driveway opening shall be 50 feet.
  - (b) Where 2 or more openings are permitted, signs shall be erected, making 1 or more openings 1-way.
  - (c) No opening shall be so located as to conflict with an existing opening on the opposite side of the street.
- (6) *Traffic hazards.* Any openings which are found to be a traffic hazard may be closed, modified, or relocated by resolution of City Council.
- (7) *Traffic control order.* The direction and turning movement of traffic entering and exiting through openings shall be subject to traffic control orders issued pursuant to [Chapter 126](#) of Title X of this Code.
- (8)

*Useless curb cuts.* If at any time a curb cut ceases to be functional, the curb shall be replaced and the approach removed by the adjoining property owner. No building permit shall be issued pursuant to [Chapter 98](#) of this Code where, as a result of the construction, a curb cut would become nonfunctional, unless said permit provides for the replacement of the curb and removal of the approach. If a useless curb is not replaced by curbing and the approach removed, said work may be done by the City. The cost of said work shall be assessed in accordance with [Chapter 13](#) of this Code against the site formerly served by the curb cut.

- (9) *Variance and exceptions.* The Zoning Board of Appeals shall have the authority to interpret this chapter and may, in specific cases involving practical difficulty or unnecessary hardship, grant variances or exceptions from the requirements of this chapter providing such variance or exception is in harmony with the general purpose and intent of this chapter. Appeals under this chapter shall be made in accordance with procedures outlined under Sections [5:99](#) and [5:102](#) of [Chapter 55](#)

(Ord. No. 57-66, 8-8-66; Ord. No. 50-69, 10-13-69)



Google earth



Vicinity Map  
Honda Emissions Testing Facility Improvements  
3947 Research Park Drive  
Ann Arbor Project #SP13-027



Google earth



Aerial Site Photo  
3947 Research Park Drive  
Ann Arbor Project #SP13-027



Google earth



Street View Photo 1  
3947 Research Park Drive  
Ann Arbor Project #SP13-027



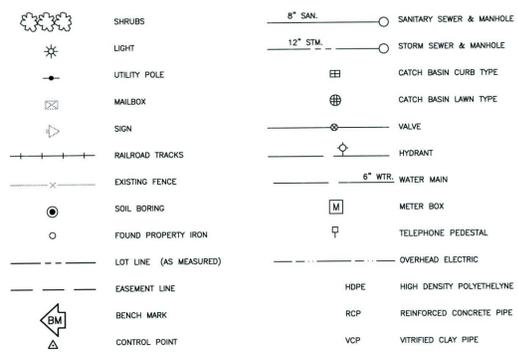
Google earth



Street View Photo 2  
3947 Research Park Drive  
Ann Arbor Project #SP13-027



**TOPOGRAPHY — PLAN**



**SURVEY CONTROL**  
BENCHMARK A : 825.33  
TOP OF SE BOLT ON LIGHT POLE BASE,  
WEST SIDE OF RESEARCH PARK DRIVE, 63'  
NORTH OF SOUTH PROPERTY LINE LOT 12

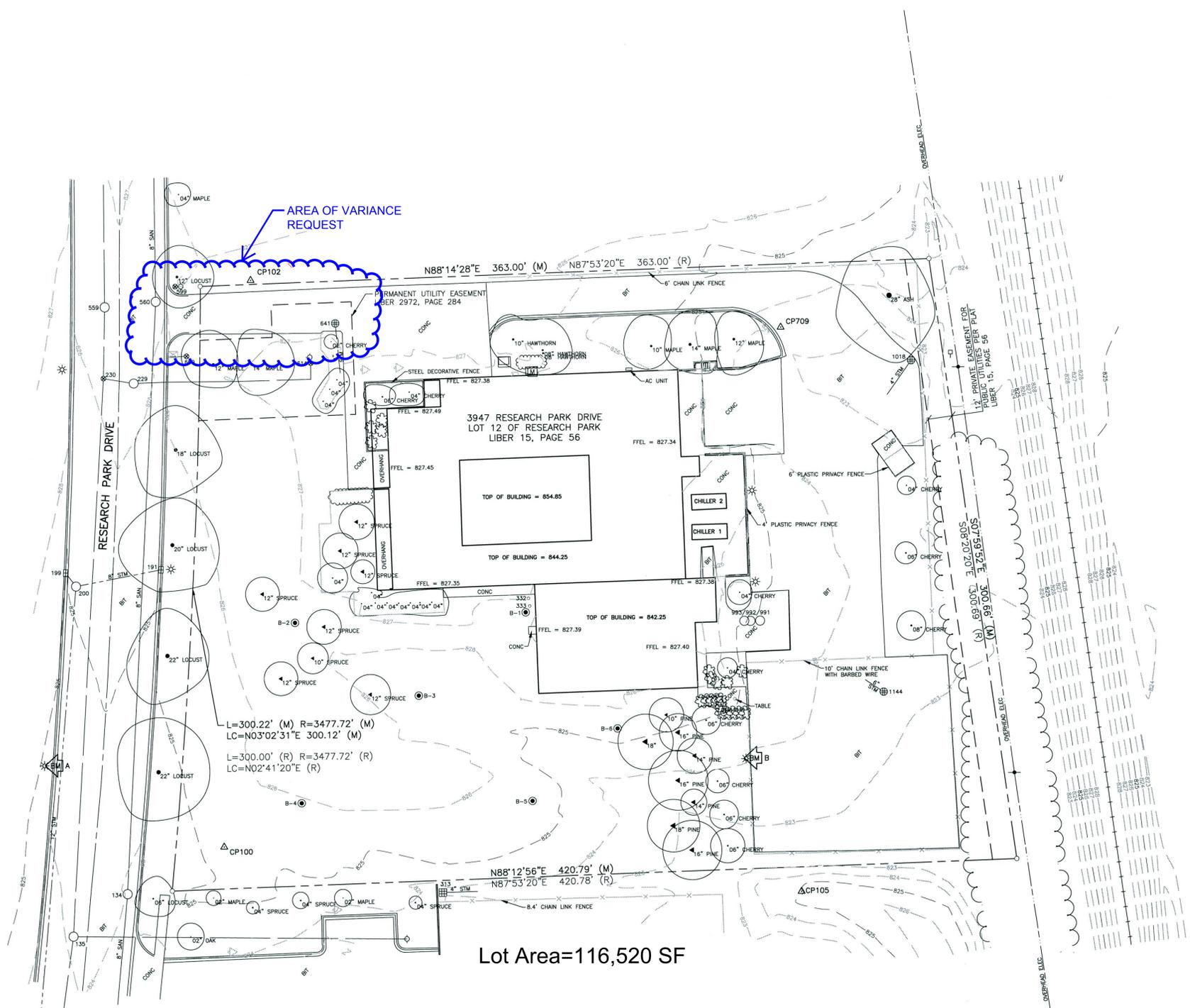
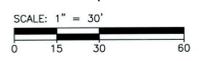
BENCHMARK B : 824.31  
TOP OF W SIDE CONCRETE BASE FOR  
LIGHT POLE, WEST SIDE OF FENCED IN  
PARKING AREA AT SE CORNER SITE

CONTROL PT 100  
N 287766.738  
E 13295329.513  
ELEV 825.370  
1/2" REBAR WITH "GPS POINT" CAP IN SW  
CORNER LOT 12, 21' N. OF S. PROP. LINE,  
40' E. OF E. BACK/CURB

CONTROL PT 102  
N 268047.527  
E 13295344.471  
ELEV 826.957  
1/2" REBAR WITH "GPS POINT" CAP IN NW  
CORNER LOT 12, 2' N. OF N. PROP. LINE,  
41' E. OF E. BACK/CURB

CONTROL PT 105  
N 267742.638  
E 13295616.747  
ELEV 825.266  
1/2" REBAR WITH "GPS POINT" CAP IN SE  
CORNER LOT 12, 12' S. OF S. PROP. LINE,  
40' E. OF FENCE CORNER ON LOT 13

CONTROL PT 709  
N 268022.693  
E 13295608.067  
ELEV 823.612  
PK NAIL IN BIT DRIVE AT NE CORNER LOT  
12, 5' NE OF BACK/CURB, 15' N. OF E.  
END LOADING DOCK WALL



EXISTING STRUCTURE DATA					
STRUCTURE	TYPE	RIM	INVERT	ELEVATION	NOTES
110	STORM	822.93	12" RCP W	817.63	1" DIAMETER
111	STORM	822.96	12" RCP SE	817.76	1" DIAMETER
112	STORM	823.25	12" RCP N	816.10	4" DIAMETER
			12" RCP E	817.15	
			12" RCP S	816.05	
			12" RCP NW	817.15	
134	SANITARY	823.97	8" VCP N	811.82	4" DIAMETER
			8" VCP S	811.82	
135	WATER	824.12	TOP OF NUT	819.82	
			N-S-E MAIN TOP OF MAIN	818.22	
191	STORM	824.90	12" RCP SW	820.55	1" DIAMETER
199	STORM	824.85	12" RCP SE	819.35	1" DIAMETER
200	STORM	825.14	8" VCP NE	818.49	4" DIAMETER
			12" RCP S	818.24	NE PIPE LOOKS LIKE 8" VCP SLEAVED INTO A 12" RCP
			12" VCP NW	818.39	
229	WATER	826.35	TOP OF NUT	821.55	
			E-W MAIN TOP OF MAIN	820.35	
230	WATER VALVE	826.29	TOP OF NUT	822.54	
313	STORM	823.86	4" HDPE E	823.20	1' X 1' PLASTIC YARD BASIN
332	CLEANOUT	826.83	RESISTANCE	822.88	4" PVC
333	CLEANOUT	826.79	RESISTANCE	820.99	4" PVC
559	WATER	826.63	TOP OF NUT	823.73	
			N-S MAIN TOP OF MAIN	821.53	
560	SANITARY	826.26	8" VCP N	812.86	4" DIAMETER
			8" VCP S	812.81	
599	WATER VALVE	826.78	TOP OF NUT	822.68	
609	WATER VALVE	826.47	TOP OF NUT	821.97	
614	WATER VALVE	827.70	TOP OF NUT	823.30	
641	STORM	826.25	4" VCP S	823.45	2" DIAMETER
992	UNKNOWN	824.95	BOTTOM	819.55	MH 991 AND 993 TIED IN
1018	STORM	822.43	4" VCP SW	820.98	2" DIAMETER
1144	STORM	823.46	6" VCP NW	821.11	

Lot Area=116,520 SF

PROPERTY DESCRIPTION (AS FURNISHED BY TITLE COMMITMENT NO. 810622787CML DATED MAY 18, 2013 BY CHICAGO TITLE INSURANCE COMPANY):

LOT 12, RESEARCH PARK, ACCORDING TO THE RECORDED PLAT THEREOF, AS RECORDED IN LIBER 15 OF PLATS, PAGE 56, WASHTENAW COUNTY RECORDS.

BASIS OF BEARING: NAD 83, MICHIGAN STATE PLANE COORDINATES, SOUTH ZONE (GPS DERIVED)



EXISTING SITE CONDITIONS  
TOPOGRAPHIC SURVEY

**American Honda Motor Co., Inc.**  
Ann Arbor, MI  
3947 Research Park Drive  
Topographic Survey

Drawn By MLN  
Designer GJC  
Reviewer ETL  
Manager ETL

PROJECT NO.  
G130348

SHEET NO.  
8

OF  
20

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FILE No. 15-0118-004 Honda Design/Utility/030148-PP04\_mccormack.dwg 07/25/13 13:51 -H:\mccormack

ABBREVIATION	QUANTITY	SYMBOL	PLANT MATERIAL LIST	COMMON NAME	SPR	ROOT	SPACING
PA	4	PA	PAULS STRONGS (Landscape Tree Replacement)	EASTERN WHITE PINE	3.0'	60"	AS SHOWN
HT	1	HT	HEDERA TREACANTIFOLIA	HONEYLOCUST	3.0'	60"	AS SHOWN
MY	18	MY	YANUS MEDIA MICKSIS	HICKS' YEW	24"	60"	3' O.C.
SI	18	SI	SPRING JAPONICA LITTLE PRINCESS	LITTLE PRINCESS SPREA	18"	NO. 3	3' O.C.

- NOTE:**
- PROVIDE MULCH BED AT GRADE, 5' TO 10' WIDE NEAR BUILDINGS. BED SHALL CONSIST OF 4" SHREDDED HARDWOOD MULCH OVER WEED MAT OVER 6" MIN. TOPSOIL/PLANTING SOIL MIXTURE.
  - PLANT LIST IS ONLY A GUIDE. PROVIDE ALL PLANTS SHOWN ON PLAN.
  - ALL DISTURBED/REPLACED SOIL OUTSIDE LANDSCAPE AREAS AND TREE PLANTINGS TO BE COMPACTED IN 6" LIFTS TO 95% STANDARD PROCTOR.
  - OWNER TO MONITOR PLANT/TREE HEALTH AND REPLACE DISEASED, DAMAGED, OR DEAD GROWTH WITHIN THE FOLLOWING PLANTING SEASON.
  - PLANTING MEDIA SHALL CONSIST OF 1/3 PERLITE OR SOLITE, 1/3 COMPOST AND 1/3 TOPSOIL. THE PERLITE SHALL BE COARSE GRADE HORTICULTURAL PERLITE. THE COMPOST SHALL BE HIGH GRADE COMPOST FREE OF STONES AND PARTIALLY COMPOSTED WOODY MATERIAL. THE SOIL SHALL MEET THE FOLLOWING MINIMUM CRITERIA: CONTAIN NO MORE THAN 10% CLAY, 30% SILT, 60% SAND. THE SOIL SHALL BE FREE OF STONES, STUMPS, ROOTS OR OTHER SIMILAR OBJECTS LARGER THAN 2 INCHES. THE FIRST LAYER OF THE PLANTING MEDIA SHALL BE LIGHTLY TILLED TO MIX IT INTO THE SAND LAYER, SO NOT TO CREATE A DEFINITIVE BOUNDARY. THE PLANTING MATERIAL SHALL BE FLOODED AFTER PLACEMENT. ANY SETTLEMENT THAT OCCURS SHALL BE FILLED BACK TO THE DESIGN ELEVATION.
  - SNOW STORAGE AREA EXISTS AT THE NORTHEAST CORNER OF THE SITE ON THE EXISTING ASPHALT AREA EAST OF THE EXISTING SCREENED REFUSE COLLECTION AREA.
  - LANDMARK TREE DISTURBANCE ALTERNATIVES:
    - 6 LANDMARK TREES WERE IDENTIFIED FOR POTENTIAL DISTURBANCE AS RESULT OF THE PROPOSED IMPROVEMENTS. 4 HONEYLOCUST TREES MEASURING 18" TO 22" DBH LOCATED WITHIN THE TREE LAWN ALONG RESEARCH PARK DRIVE AND 2 PINE TREES MEASURING 18" DBH LOCATED NORTH OF THE EXISTING SOUTHEASTERLY PARKING AREA.
    - TO ALLEVIATE DISTURBANCE OF THE LANDMARK HONEYLOCUST TREES THE REQUIRED NEW 5' WIDE PUBLIC SIDEWALK ALONG RESEARCH PARK DRIVE HAS BEEN RELOCATED APPROXIMATELY 17' TO THE EAST OF THE DESIRED LOCATION WITHIN THE RIGHT-OF-WAY WHICH WAS WITHIN 2' OF THE HONEYLOCUST TRUNKS. THE RELOCATED SIDEWALK WILL BE OUTSIDE THE CRITICAL ROOT ZONE OF THE HONEYLOCUST TREES. FOR FURTHER PROTECTIVE MEASURING CONSTRUCTION PROTECTIVE FENCING WILL BE INSTALLED ALONG THE CRITICAL ROOT ZONE ON THE EASTERN SIDE OF THE HONEYLOCUST TREES. DISTURBANCE OF THE HONEYLOCUST TREES HAS BEEN FURTHER MINIMIZED BY PLACEMENT OF REQUIRED STORMWATER DETENTION FACILITIES AS FAR FROM THE HONEYLOCUST TREES AS POSSIBLE WHILE STILL ALLOWING ACCESS FOR CONSTRUCTION OF THE NEW BUILDING ADDITION.
    - DISTURBANCE OF THE 2 LANDMARK PINE TREES COULD NOT BE AVOIDED WITH ONE LOCATED WITHIN THE NEW BUILDING AREA AND THE OTHER NEAR THE REQUIRED STORMWATER DETENTION FACILITIES. REMOVAL OF THESE 2 LANDMARK PINE TREES WILL BE MITIGATED BY REPLACEMENT WITH 6 EASTERN WHITE PINE TREES, EACH MEASURING A MINIMUM IF 3" DBH.

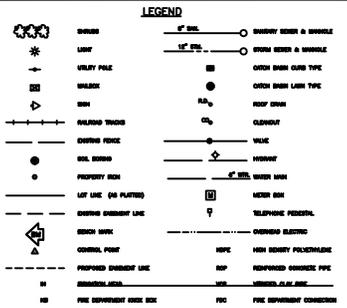
**NOTE:** THE EXISTING BUILDING DOES NOT CONTAIN ANY FIREWALLS AND NO FIREWALLS ARE PROPOSED TO BE CONSTRUCTED AS PART OF THE NEW BUILDING ADDITION.

**NOTE:** RIGHT-OF-WAY AND CURB AND GUTTER IN AREA OF CONSTRUCTION ENTRANCE SHALL BE FULLY RESTORED/REPLACED PER CITY OF ANN ARBOR STANDARDS UPON COMPLETION OF CONSTRUCTION.

LEGEND	
	6" DIA. STAINLESS STEEL & BRASS
	12" DIA. STAINLESS STEEL & BRASS
	UTILITY POLE
	6" DIA. BRASS GUN TREE
	12" DIA. BRASS GUN TREE
	18" DIA. BRASS GUN TREE
	24" DIA. BRASS GUN TREE
	30" DIA. BRASS GUN TREE
	36" DIA. BRASS GUN TREE
	42" DIA. BRASS GUN TREE
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	126" DIA. BRASS GUN TREE
	132" DIA. BRASS GUN TREE
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	144" DIA. BRASS GUN TREE
	150" DIA. BRASS GUN TREE
	156" DIA. BRASS GUN TREE
	162" DIA. BRASS GUN TREE
	168" DIA. BRASS GUN TREE
	174" DIA. BRASS GUN TREE
	180" DIA. BRASS GUN TREE
	186" DIA. BRASS GUN TREE
	192" DIA. BRASS GUN TREE
	198" DIA. BRASS GUN TREE
	204" DIA. BRASS GUN TREE
	210" DIA. BRASS GUN TREE
	216" DIA. BRASS GUN TREE
	222" DIA. BRASS GUN TREE
	228" DIA. BRASS GUN TREE
	234" DIA. BRASS GUN TREE
	240" DIA. BRASS GUN TREE
	246" DIA. BRASS GUN TREE
	252" DIA. BRASS GUN TREE
	258" DIA. BRASS GUN TREE
	264" DIA. BRASS GUN TREE
	270" DIA. BRASS GUN TREE
	276" DIA. BRASS GUN TREE
	282" DIA. BRASS GUN TREE
	288" DIA. BRASS GUN TREE
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ALL INFORMATION ON THIS DRAWING IS TO BE CONSIDERED TO BE AVAILABLE FOR RELEASE BY ANY PERSON, FROM ANY OFFICE OR AGENCY, AT ANY TIME AND BY ANY MEANS, WITHOUT NOTICE, INCLUDING BY THE BUREAU OF REVENUE, ARCHITECTURE OF MICHIGAN.

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**PROPOSED STRUCTURE DATA**

STRUCTURE OR CONNECTION	TYPE	RM	CONDUIT	INVERT ELEVATION	STRUCTURE ELEVATION
STW-1	STORM MANHOLE	825.00	12" RCP W	817.00	817.00
STW-2	STORM MANHOLE	825.00	12" RCP W	817.00	818.00
STW-3	STORM MANHOLE	825.20	12" RCP W	818.00	818.00
STW-4	STORM MANHOLE	825.20	12" RCP W	818.00	818.00
STW-5	STORM MANHOLE	825.23	12" RCP W	818.00	818.00
STW-6	STORM MANHOLE	825.00	12" RCP W	818.00	818.00
STW-7	STORM MANHOLE	826.40	12" RCP W	818.00	818.00
STW-8	STORM MANHOLE	826.40	12" RCP W	818.00	818.00
STW-11	STORM MANHOLE	825.80	12" RCP W	818.00	818.00
STW-12	STORM MANHOLE	N/A	8" VCP S	818.00	818.00
STW-13	STORM MANHOLE	825.00	12" RCP W	818.00	818.00
STW-14	STORM MANHOLE	822.00	12" RCP W	818.00	818.00
STW-15	STORM MANHOLE	824.00	12" RCP W	818.00	818.00
STW-16	STORM MANHOLE	825.00	12" RCP W	821.00	818.00
STW-17	STORM MANHOLE	N/A	12" RCP W	818.00	818.00
STW-18	STORM MANHOLE	824.00	12" RCP W	818.40	818.40
STW-19	STORM MANHOLE	819.00	12" RCP W	817.00	817.00
STW-20	STORM MANHOLE	820.40	12" RCP W	820.40	817.30
STW-21	STORM MANHOLE	825.20	12" RCP W	818.30	817.80
STW-22	STORM MANHOLE	825.20	12" RCP W	818.30	817.80
STW-23	STORM MANHOLE	N/A	12" RCP W	818.30	817.80

**EXISTING STRUCTURE DATA**

STRUCTURE	TYPE	RM	INVERT ELEVATION	NOTES
110	STORM	822.83	12" RCP W	817.83 1" DIAMETER
111	STORM	822.98	12" RCP SE	817.79 1" DIAMETER
112	STORM	823.28	12" RCP H	816.10 4" DIAMETER
			12" RCP E	817.15
			12" RCP S	818.05
			12" RCP NW	817.15
134	SANITARY	823.87	8" VCP H	811.82 4" DIAMETER
130	WATER	824.12	8" VCP S	811.82
	N-S-E MANH	TOP OF MANH	818.22	
191	STORM	824.00	12" RCP SW	820.05 1" DIAMETER
190	STORM	824.80	12" RCP SE	819.30 1" DIAMETER
200	STORM	825.14	8" VCP NE	818.40 4" DIAMETER
			12" RCP S	818.24 NE PIPE LOOKS LIKE 8" VCP SLEAVED INTO A 12" RCP
220	WATER	828.20	TOP OF HUT	821.05
	E-W MANH	TOP OF MANH	820.35	
230	WATER VALVE	826.20	TOP OF HUT	822.54
313	STORM	823.00	4" RCP E	823.20 1' X 1' PLASTIC TOND BASH
332	CLEANOUT	823.82	RESISTANCE	823.88 4" PVC
333	CLEANOUT	823.78	RESISTANCE	823.89 4" PVC
889	WATER	826.82	TOP OF MANH	823.73
	N-S MANH	TOP OF MANH	821.03	
880	SANITARY	828.28	8" VCP H	812.86 4" DIAMETER
			8" VCP S	812.81
889	WATER VALVE	826.78	TOP OF HUT	822.88
800	WATER VALVE	828.47	TOP OF HUT	821.87
814	WATER VALVE	827.70	TOP OF HUT	823.20 2" DIAMETER
841	STORM	826.20	4" VCP S	823.48
902	DOWNHOLE	826.20	DOWNHOLE	819.25 8" IN 8' WIND 800 TEE IN
1018	STORM	825.42	4" VCP SW	820.88 2" DIAMETER
1144	STORM	823.48	8" VCP SW	821.11

**SURVEY CONTROL**

BENCHMARK A: 825.33  
TOP OF SET BOLT ON LIGHT POLE BASE, WEST SIDE OF RESEARCH PARK DRIVE, 12' NORTH OF SOUTH PROPERTY LINE LOT 12

BENCHMARK B: 824.31  
TOP OF W BUREAU CONCRETE BASE FOR LIGHT POLE, WEST SIDE OF FENCED IN PARKING AREA AT E. CORNER SITE

CONTROL PT. 100  
N 2074262.08  
E 13362320.13  
ELEV 825.857

1/2" REBAR WITH "TOPS POINT" CAP IN SW CORNER LOT 12, 2' N. OF S. PROP. LINE, 40' E. OF E. BACK/CURB

CONTROL PT. 102  
N 2084572.07  
E 13362344.71  
ELEV 826.857

1/2" REBAR WITH "TOPS POINT" CAP IN SW CORNER LOT 12, 2' N. OF S. PROP. LINE, 41' E. OF E. BACK/CURB

CONTROL PT. 105  
N 2074262.08  
E 13362316.747  
ELEV 825.296

1/2" REBAR WITH "TOPS POINT" CAP IN SW CORNER LOT 12, 12' S. OF S. PROP. LINE, 40' E. OF E. FENCE CORNER ON LOT 13

CONTROL PT. 200  
N 2085222.03  
E 13362309.047  
ELEV 823.812

PK MARK IN BT DRIVE AT NE CORNER LOT 12, 0' N. OF S. PROP. LINE, 40' E. OF E. FENCE CORNER ON LOT 13

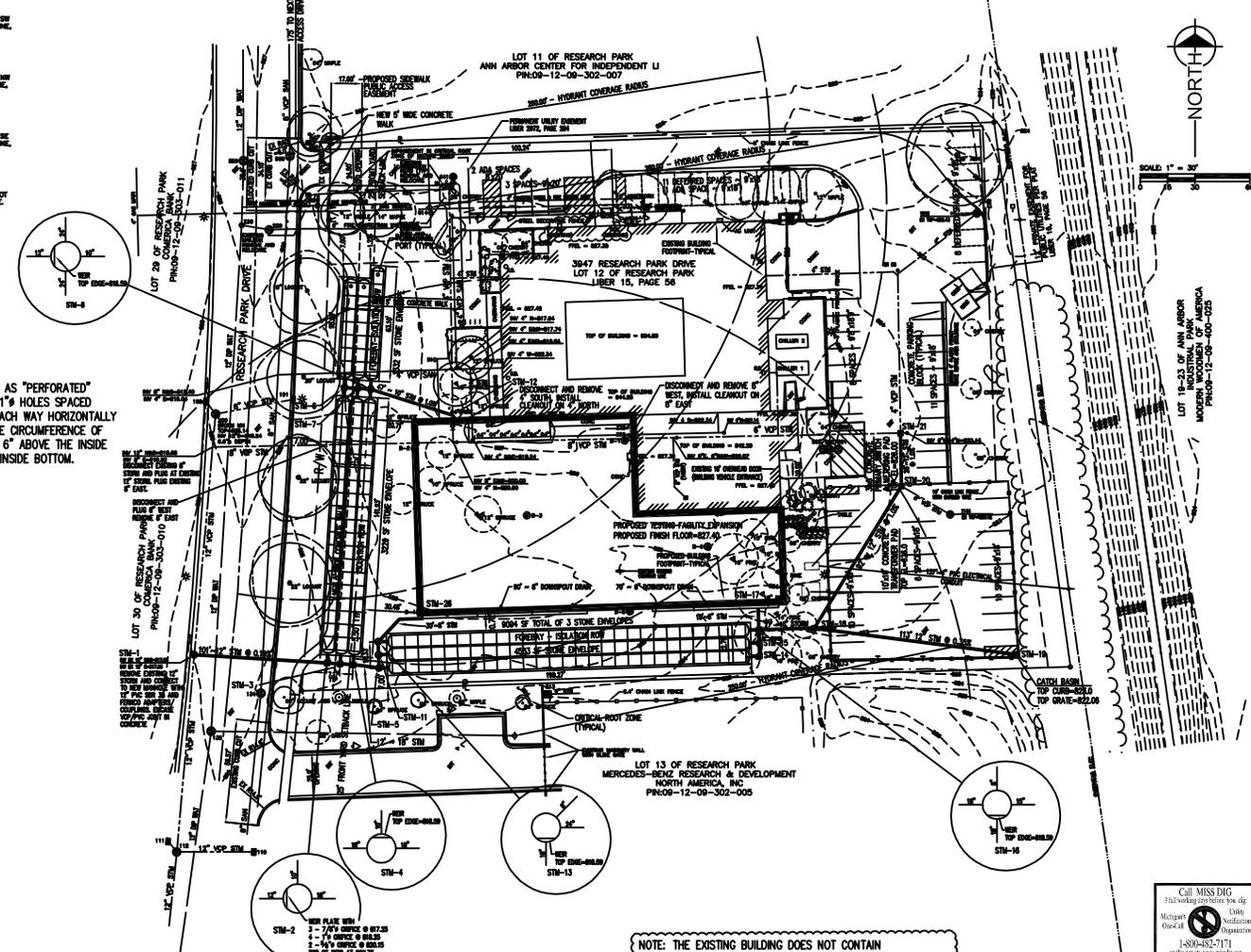
NOTE: STORM MANHOLES IDENTIFIED AS "PERFORATED" SHALL BE FABRICATED WITH 1/4" HOLES SPACED ON 6" CENTER TO CENTER EACH WAY HORIZONTALLY AND VERTICALLY AROUND THE CIRCUMFERENCE OF THE MANHOLE BARREL FROM 6" ABOVE THE INSIDE BOTTOM TO 36" ABOVE THE INSIDE BOTTOM.

NOTE: EXISTING FIRE HYDRANTS SHALL REMAIN IN SERVICE DURING CONSTRUCTION.

FIRE HYDRANTS PROVIDING FIRE PROTECTION DURING CONSTRUCTION SHALL BE APPROVED BY BOTH THE ANN ARBOR ENGINEERING DEPARTMENT AND FIRE DEPARTMENT PRIOR TO BEGINNING CONSTRUCTION.

NOTE: CONSTRUCTION STAGING AREAS AND MATERIAL STORAGE AREAS SHALL NOT INTERFERE WITH FIRE/EMERGENCY SITE ACCESS.

NOTE: THE EXISTING BUILDING CONTAINS A FIRE SUPPRESSION SYSTEM.



**SANITARY SEWER FLOW AND OFFSET MITIGATION**

EXISTING DEVELOPMENT: INDUSTRIAL SPACE=19,357 SQUARE FEET (SF); INDUSTRIAL AVERAGE FLOW=0.04 GPD/SF  
EXISTING AVERAGE FLOW=774.33 GPD

PROPOSED DEVELOPMENT: TOTAL INDUSTRIAL SPACE= 43,473 SF; ADDITIONAL INDUSTRIAL SPACE=24,116 SF;  
INDUSTRIAL SPACE AVERAGE FLOW=0.04 GPD/SF; ADDITIONAL AVERAGE FLOW=964.6 GPD; PEAKING FACTOR=4.0  
PROPOSED ADDITIONAL PEAK FLOW=3,858.4 GPD; SYSTEM RECOVERY FACTOR=1.2; ADDITIONAL PEAK FLOW WITH SYSTEM RECOVERY FACTOR=4,830.1 GPD+1440 MINUTES/DAY=3.2 GPM  
FOOTING DRAIN FLOW=4.0 GPM; EQUIVALENT FOOTING DRAIN TO DISCONNECT (FDD)=0.8, USE 1.0 FDD

NOTE: THE EXISTING BUILDING DOES NOT CONTAIN ANY FIREWALLS AND NO FIREWALLS ARE PROPOSED TO BE CONSTRUCTED AS PART OF THE NEW BUILDING ADDITION.

NOTE: RIGHT-OF-WAY AND CURB AND GUTTER IN AREA OF CONSTRUCTION ENTRANCE SHALL BE FULLY RESTORED/REPLACED PER CITY OF ANN ARBOR STANDARDS UPON COMPLETION OF CONSTRUCTION.

EXISTING CONDITIONS/TOPOGRAPHIC SURVEY INFORMATION PROVIDED BY AMERICAN HONDA MOTOR CO., INC AS PREPARED BY FISHBECK, THOMPSON, CARR, AND HUBER, INC.

NO	DATE	DESCRIPTION
2	7/22/13	RE-ISSUED FOR ANN ARBOR PLAN REVIEW REVISIONS
1	6/24/13	ISSUED FOR ANN ARBOR PLAN REVIEW



Call MISS DIG  
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on the net at: www.missdig.org

**POGEMEYER DESIGN GROUP, INC.**  
PLANNERS  
ARCHITECTS  
ENGINEERS  
1188 NORTH MAIN STREET (419) 352-7537 BOWLING GREEN, OHIO 43402

Honda Corporation USA Office  
10000 WOODBURN AVENUE, SUITE 500  
MERRILLVILLE, INDIANA 46459  
M E B A

**HONDA**  
TESTING FACILITY EXPANSION  
ANN ARBOR, MICHIGAN

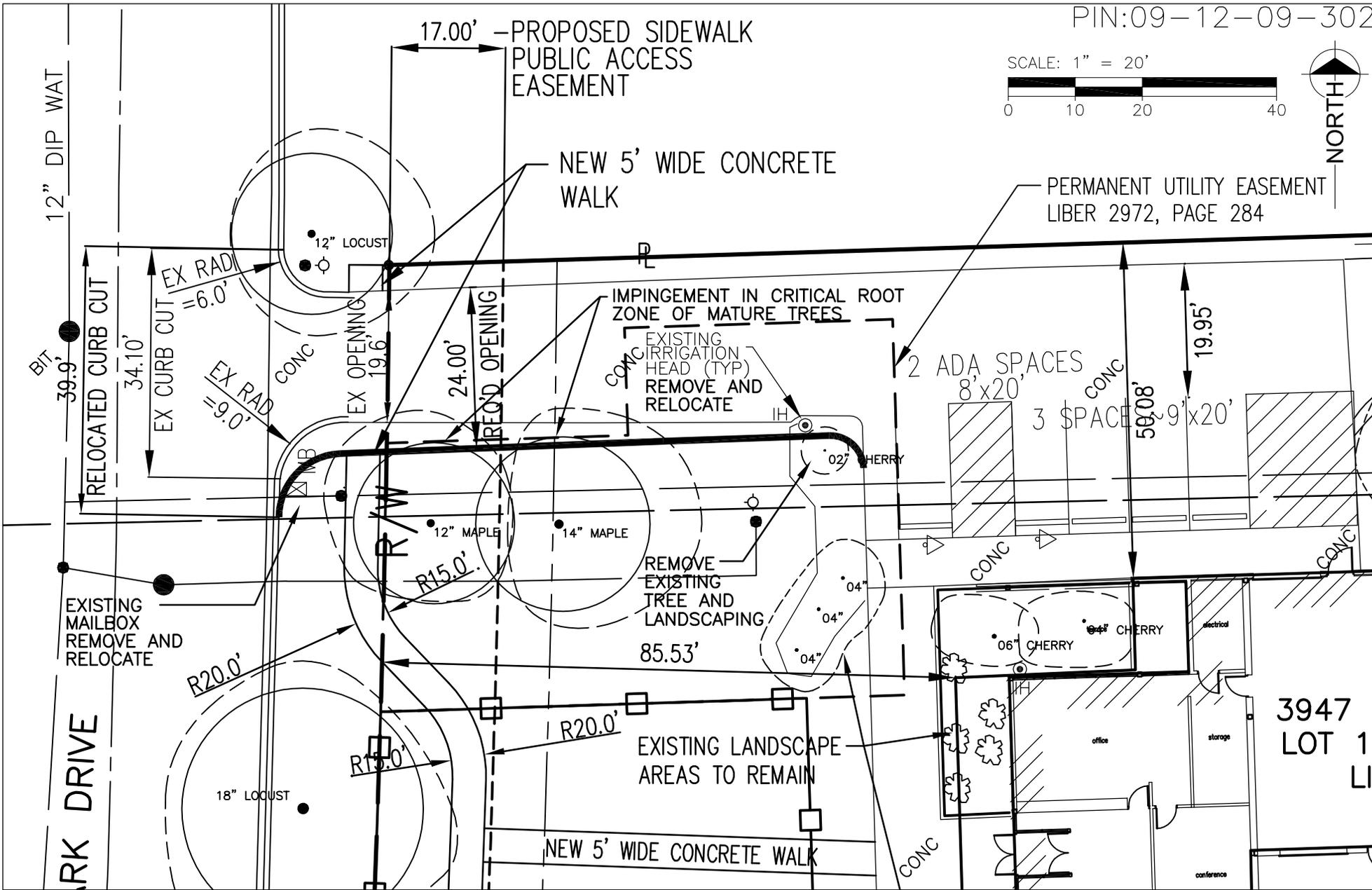
PROPOSED UTILITY PLAN

DATE: 07/23/13

JOB NUMBER  
8118-004

PIN:09-12-09-302

SCALE: 1" = 20'



FILE No. K:\8118\004 Maeda Honda Dyno\Survey\Xsurv\30348-PDG\_recover.dwg 07/31/13 13:43-NusserD

ANN ARBOR PROJECT #SP13-027

REFERENCE:  
VARIANCE REQUEST  
D.A.N.  
07/31/2013

PDG JOB #8118-004

# DRIVE OPENING WIDTH VARIANCE REQUEST SKETCH PLAN

## HONDA

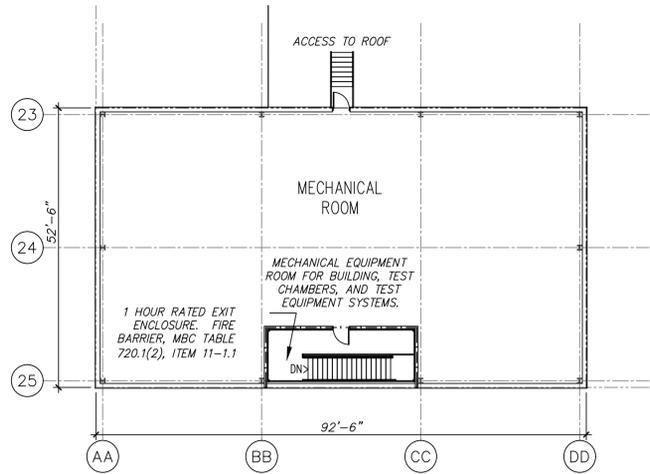
TESTING FACILITY EXPANSION  
3947 RESEARCH PARK DRIVE  
ANN ARBOR MICHIGAN



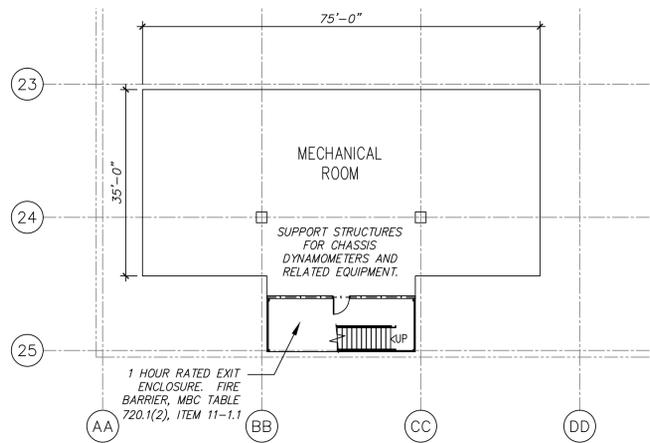
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DESIGN GROUP

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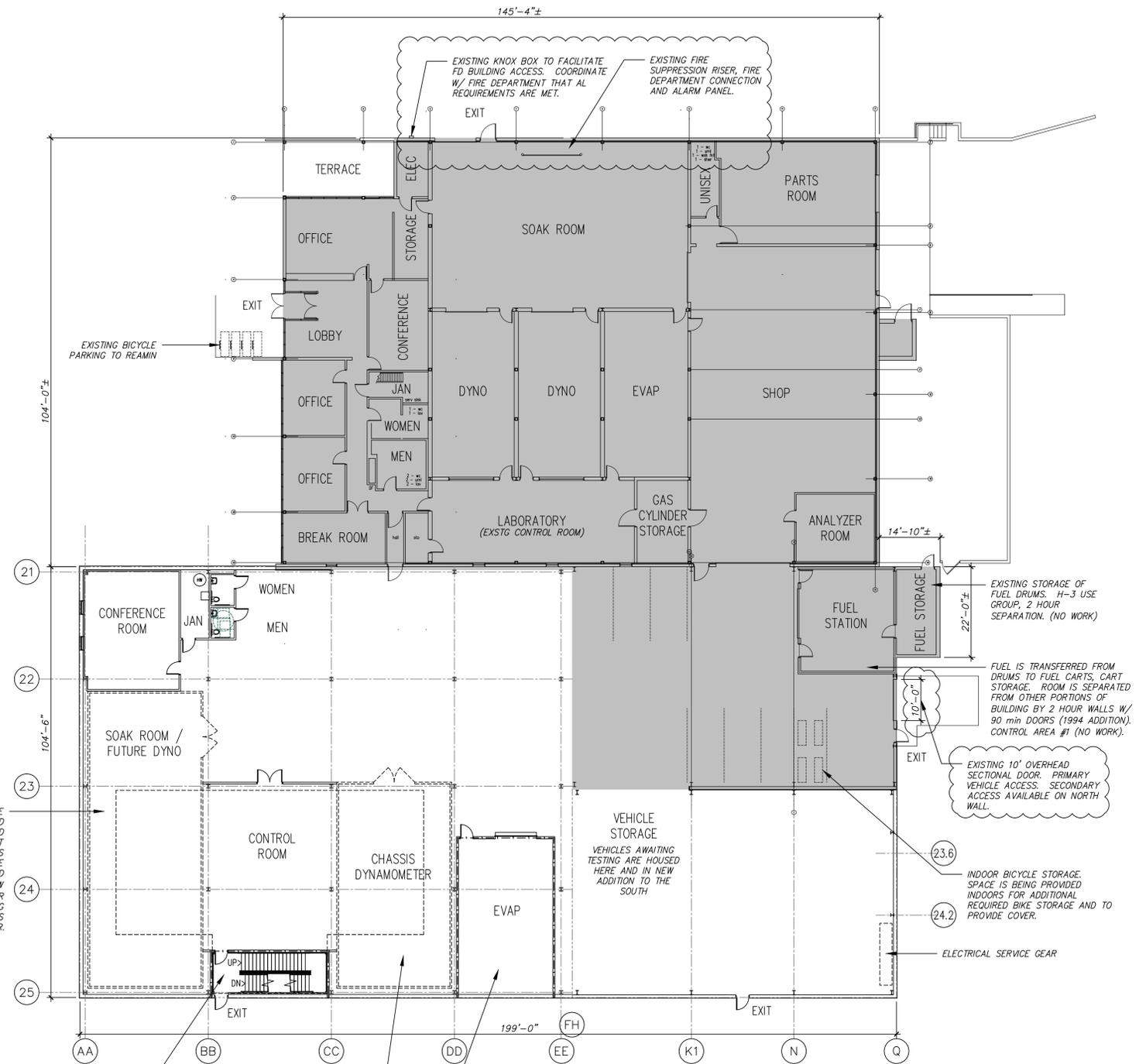
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SECOND FLOOR EQUIPMENT ROOM  
1/16" = 1'-0"



BASEMENT EQUIPMENT ROOM  
1/16" = 1'-0"



FLOOR PLAN - EXISTING AND PROPOSED ADDITION  
1/16" = 1'-0"  
NOTE ADJACENT STRUCTURES ARE BEYOND 100' FROM EXISTG AND PROPOSED ADDITION.

NO	DATE	DESCRIPTION
3	7/31/2013	ZONING APPEAL
2	7/22/13	RE-ISSUED FOR ANN ARBOR PLAN REVIEW REVISIONS
1	6/24/13	ISSUED FOR ANN ARBOR PLAN REVIEW

**POGEMEYER DESIGN GROUP, INC.**  
ARCHITECTS • ENGINEERS  
1168 NORTH MAIN STREET • (419) 352-7537 • BOWLING GREEN, OHIO 43402

Maeda Corporation USA Office  
3920 WEST SIX HIRE ROAD, SUITE 504  
ANN ARBOR, MI 48106-2235 FAX: (734) 962-2332  
MAEDA

**HONDA**  
TESTING FACILITY EXPANSION  
ANN ARBOR, MICHIGAN

PROPOSED FLOOR PLANS

DRAWN BY: ENF  
CHECKED BY:  
REVISION:

3 OF 20  
JOB NUMBER 8118-004