

PLANNING AND DEVELOPMENT SERVICES STAFF REPORT

For Planning Commission Meeting of July 16, 2013

**SUBJECT: Shell Gas Station/Tim Horton's Revised PUD Zoning, Supplemental Regulations and PUD Site Plan
(2679 Ann Arbor-Saline Road)
File Nos. SP13-019 & Z13-007**

PROPOSED CITY PLANNING COMMISSION MOTION

The Ann Arbor City Planning Commission hereby recommends that the Mayor and City Council approve the Shell Gas Station/Tim Horton's Revised Planned Unit Development (PUD) Zoning, Supplemental Regulations and PUD Site Plan.

STAFF RECOMMENDATION

Staff recommends **approval** of the proposed revised PUD zoning and supplemental regulations, because the proposed revisions to the site provide an overall beneficial effect for the City by creating job opportunities from this drive-thru expansion, adding a gateway sitting area for pedestrians, convenient access to residents and patrons to food and drink, and additional landscaping to enhance the site.

Staff recommends that the PUD Site Plan proposal be **approved** because it complies with the proposed PUD supplemental regulations and all the applicable local, state and federal laws, ordinances, standards and regulations; would not cause a public or private nuisance; and would not have a detrimental effect on public health, safety or welfare.

LOCATION

This site is located at the northeast corner of the West Eisenhower and Ann Arbor-Saline Road intersection (South Area and Malletts Creek Watershed).

DESCRIPTION OF PETITION

A PUD site plan to remove a former car wash and construct additions to the existing convenience store on this gas station site was approved by City Council in July 2012, as were amendments to the PUD supplemental regulations. The building and site improvements were subsequently constructed in late 2012.

The petitioner is now proposing to revise the PUD zoning district to allow for the construction of a 109 square foot service window addition to the northeast corner of the existing building and a single-lane driveway to provide drive-thru food service for the Tim Horton's restaurant located in the convenience store.

The drive thru lane will be accessed from the Ann Arbor-Saline Road curb cut, with vehicles looping in an east to south direction before exiting. Five parking spaces located north of the

convenience store will be removed for the drive thru lane and three spaces will be relocated, resulting in a net decrease of 2 spaces on the site.

The drive thru lane provides stacking for up to 10 vehicles and will be screened by a 30-inch high hedgerow, berm and landscaping. A brick paved pedestrian path will extend from the Ann Arbor-Saline Road public sidewalk to the convenience store north entrance, with a paved patio area in the center of the drive-thru loop for outside dining.

No changes are proposed to the gas pump islands or canopies. No natural features are impacted from this proposal. Seven trees are proposed to be relocated from the drive thru area and replanted adjacent to the vehicular use area to provide screening.

The petitioner has proposed a new sidewalk stub to the south of the building as a future pedestrian connection to the eastern shopping center, as was suggested by the Planning Commission at the PUD pre-petition meeting. A 140-square foot paved area containing two park benches and surrounded by shrubs is proposed at the southwest corner of the site for the public to utilize.

The PUD Supplemental Regulations are proposed to be amended as part of this PUD request and are attached, with changes highlighted. The petitioner proposes public benefits of improved pedestrian and landscape amenities on the site. The "gateway" meeting area proposed at the intersection corner is open to the public and surrounded by landscaping. An outdoor picnic area will be provided north of the building, in addition to a prominent sidewalk connection from Ann Arbor-Saline Road to the north entrance of the building.

100-year storm water detention is required and is located at the south end of the site, adjacent to W. Eisenhower. This existing detention pond has the capacity to comply with storm water detention requirements for the additional impervious surface proposed.

The petitioner held a neighborhood meeting on May 16, 2013, consistent with the Citizen Participation Ordinance requirements. The main concerns mentioned by the neighbors with this proposal involved additional traffic to the site and pedestrian safety. The petitioner responded to these concerns by stating that the customers to this site are predominantly from drive-by traffic, and the existing gas station use is similar to a drive-thru use. He noted that the pedestrian access points are well defined and signed. A summary of this meeting is attached.

The estimated cost of construction for this project is \$70,000

SURROUNDING LAND USES AND ZONING

	LAND USE	ZONING
NORTH	Single-Family Residential	R1C (Single-Family Dwelling)
EAST	Cranbrook Shopping Center	C1B (Community Convenience Center)
SOUTH	Restaurant and Offices	PUD (Planned Unit Development)
WEST	Single-Family and Multiple-Family Dwellings	R1C and R4A (Multiple-Family Residential)

COMPARISON CHART

	EXISTING	2012 APPROVED PUD SITE PLAN REQUIRED/PERMITTED	PROPOSED	PROPOSED PUD SUPPLEMENTAL REGULATIONS REQUIRED/PERMITTED
Zoning	PUD	PUD	PUD	PUD
Gross Lot Area	62,809 sq ft	60,000 sq ft MIN	62,809 sq ft	60,000 sq ft MIN
Floor Area in Percentage of Lot Area	4,080 sq ft 6.5%	94,213 sq ft 150% MAX	4,187 sq ft 6.7%	94,213 sq ft 150% MAX
Setback – Front (Ann Arbor-Saline)	55 ft *	10 ft MIN	55 ft*	10 ft MIN
Setback – Front (E. Eisenhower)	70 ft*	10 ft MIN	70 ft*	10 ft MIN
Setback – Rear	4.33 ft	0 ft MIN	4.33 ft	0 ft MIN
Height	1 story 26.6 ft	4 stories MAX 50 ft MAX	1 story 26.6 ft	4 stories MAX 50 ft MAX
Parking – Automobile	16 spaces	14 spaces MIN	14 spaces	14 spaces MIN
Parking – Bicycle	2 spaces – Class C	2 spaces MIN – Class C	2 spaces – Class C	2 spaces MIN – Class C

*Measured from pump canopy

HISTORY

In 1856, the original Mills School was constructed on this site in Pittsfield Township. Between the 1950's and 1990's the building was used as a school and leased to the Washtenaw County apprentice program. In 1967, the parcel was annexed into the City, and it was zoned PL (Public Land) in 1980. In the 1990's, the PTO operated a thrift shop at this site. In 1995, Shell Oil Company requested C2B zoning and was tabled at the request of the Planning Commission to process the site as a PUD. This site was then approved as a PUD for auto service station and carwash. The development agreement was subsequently executed and the buildings constructed.

A PUD proposal was presented to the City Planning Commission for a pre-petition conference at its December 13, 2011 working session. These additions to the existing convenience store were approved in July 2012 and include 2,189 square feet to the north and east of the existing convenience store and converting the 900 square foot carwash area into new retail space, for a new total of 4,089 square feet. These additions were subsequently constructed in late 2012.

This PUD proposal was presented to the City Planning Commission for a pre-petition conference at its April 9, 2013 Working Session.

PLANNING BACKGROUND

The Master Plan: Land Use Element recommends commercial uses for this site. The Plan recommends that retail centers be designed with pedestrian access as a primary goal, which

encourages mass transit and reduces the demand for parking. Surface parking should be placed at the rear of the building and should not be a dominant element along public streets.

In addition, benches, landscaping and artwork should be provided in public areas to encourage social activity and to add vitality to retail centers. Providing extensive landscaping can soften the visual impact of development, offer shade to encourage pedestrian modes of travel, screen adjacent uses from parking lot lighting, improve property values, and help reduce energy costs.

The Plan states that retail design should emphasize a village center instead of a strip commercial mall. Auto related uses such as gas stations, auto repair shops and car washes should be prohibited and businesses with drive-throughs should be discouraged to support pedestrian access.

The Non-Motorized Plan recommends bicycle lanes and sidewalks on both sides of the street for Ann Arbor-Saline and E. Eisenhower Blvd.

The Transportation Plan Short-term Recommendations proposes an increase in transit service along Ann Arbor-Saline Road. The Mid-term Recommendations propose intersection/bridge improvements at the I-94/Ann Arbor-Saline Road and West Eisenhower/Ann Arbor-Saline Road intersections. These improvements are scheduled to be constructed in 2014.

PUD STANDARDS FOR APPROVAL

According to Section 5:30(6) of the Zoning Ordinance, the Commission shall recommend approval, approval with conditions, or denial, and City Council shall approve or deny the proposed PUD zoning district based on the following standards (petitioner's responses in regular type, staff responses in *italic type*):

- (a) The use or uses, physical characteristics, design features, or amenities proposed shall have a beneficial effect for the City, in terms of public health, safety, welfare, aesthetics, or convenience, or any combination thereof, on present and potential surrounding land uses.**

The addition of the Tim Hortons drive thru window at this location will add convenience to existing gas and Tim Hortons customers by allowing them to get their food items without leaving their vehicle – this is especially convenient in the winter and inclement weather. In addition we are proposing a pedestrian sitting area along with new landscaping at the southwest corner of the property as a welcoming feature to the property and to the City since this site is considered a “gateway site”. There is also a sitting area and landscaping near the drive thru with tables for customers to enjoy their food or convenience items. Also, a sidewalk “stub” is proposed for a future connection to the shopping center to the north and east of this site.

The original PUD allowed for a gasoline service station and car wash without allowing additional intensive commercial uses. The proposed use is compatible with the existing uses without adversely impacting traffic circulation. The drive thru lane is also screened by a hedge row, berm and trees.

- (b) This beneficial effect for the City shall be one which could not be achieved under any other zoning classification and shall be one which is not required to be provided under any existing standard, regulation or ordinance of any local, state or federal**

agency.

This site is already zoned PUD with C-1 type restrictions. We are seeking to expand the current zoning to include the drive thru window.

The supplemental regulations limit the types of uses allowed at this site. The proposed drive-thru lane has been added as an accessory use.

(c) The use or uses proposed shall not have a detrimental effect on public utilities or surrounding properties.

The proposed expansion will not have a detrimental effect on public utilities or surrounding properties in that water, sanitary sewer and storm sewer service required for the site will not increase existing impacts on these services.

(d) The use or uses proposed shall be consistent with the Master Plan and policies adopted by the City or the petitioner shall provide adequate justification for departures from the approved plans and policies.

No change to the existing commercial use is proposed.

The original PUD conforms to the City's Master Plan for commercial uses at this site. The Master Plan: Land Use Element does not recommend drive thrus and service stations at this site but goes onto state commercial uses are supported along with strong pedestrian connections.

The petitioner has designed the site with pedestrian connections on both Ann Arbor-Saline Road and Eisenhower Blvd. The drive thru lane is screened from Ann Arbor-Saline Road with trees, shrubs and a berm.

(e) If the proposed district allows residential uses, the residential density proposed shall be consistent with the Master Plan and policies adopted by the City or the underlying zoning when the master plan does not contain a residential density recommendation, unless additional density has been proposed in order to provide affordable housing for lower income households in the following manner:

Proposed PUD projects exceeding the residential density recommendation of the master plan, or the underlying zoning when the master plan does not contain a residential density recommendation, by up to 25 percent shall provide 10 percent of the total dwelling units as dwelling units affordable to lower income house holds. Proposed PUD projects exceeding the residential density recommendation of the master plan or the underlying zoning when the master plan does not contain a residential density recommendation, by over 25 percent shall provide 15 percent of the total dwelling units as dwelling units affordable to lower income households.

Provisions to implement the affordable housing proposal shall be included in the PUD supplemental regulations or the development agreement, or both, as determined by the City.

Because no density increase is requested, this request does not apply.

- (f) The supplemental regulations shall include analysis and justification sufficient to determine what the purported benefit is, how the special benefit will be provided, and performance standards by which the special benefit will be evaluated.**

See attached supplemental regulations.

- (g) Safe, convenient, uncongested, and well-defined vehicular and pedestrian circulation within and to the district shall be provided and, where feasible, the proposal shall encourage and support the use of alternative methods of transportation.**

No changes are proposed to the vehicular access points to the property. The addition of the drive thru lane is in the only feasible location given the layout of the property and the existing uses in the building. The current pedestrian access from Ann Arbor - Saline Rd. to the site is being relocated and reconstructed to improve the access to the site and assure safety for pedestrians crossing the drive thru lane and parking areas. The pedestrian walkway is a different material and color than the rest of the drive thru lane and signage, along with bollards are proposed to assure the safety of pedestrians.

Public sidewalks are located on both Ann Arbor- Saline Road and West Eisenhower Boulevard with connections to the service station. No substantial increase in daily pedestrian traffic to and from this site will occur due to this building addition.

- (h) Disturbance of existing natural features, historical features and historically significant architectural features of the district shall be limited to the minimum necessary to allow a reasonable use of the land and the benefit to the community shall be substantially greater than any negative impacts.**

No disturbance of existing natural features or historical features is proposed. Existing landscaped greenbelts provide a buffer between existing roadways and adjacent properties.

- (i) List any modifications of the City Code that are requested; provide justification for each modification.**

No modifications are requested.

STAFF COMMENTS

Traffic – Staff agrees with the conclusions of the traffic report for this site. The proposed Tim Horton's generates approximately 60 customer trips during the morning peak hour, with half anticipated to use the drive thru lane. These customers will primarily be traffic that is already driving by the site. The amount of anticipated traffic is not expected to cause traffic back-ups.

Development Services – The existing storm water detention basin located on the southeast corner of the site has adequate volume for the new impervious surface proposed.

Planning – The proposed sidewalk stub running east to Cranbrook Village Shopping Center does not appear feasible due to significant grade change between parcels. It should be noted that no permission from the shopping center has been granted to connect to this stub. If viable, an administrative amendment to the shopping center site plan is required.

The Master Plan: Land Use Element does not recommend drive thrus and service stations but supports commercial uses with strong pedestrian connections. The Plan states that redeveloping retail centers should be designed with pedestrian access as a primary goal. Designing commercial centers with safe, convenient pedestrian routes will encourage pedestrians to walk from surrounding neighborhoods and employment centers.

The petitioner has designed the site with pedestrian connections on both Ann Arbor-Saline Road and Eisenhower Blvd., along with a brick paved meeting place at the corner that will be available for the public use to encourage social activity. The drive thru lane is screened from Ann Arbor-Saline Road with trees, shrubs and a berm. Although it is expected to nominally increase daily traffic to this site, most of this traffic is existing drive-by trips during the morning hours.

Prepared by Chris Cheng
Reviewed by Wendy Rampson
mg/7/3/13

Attachments: 5/6/13 Citizen Participation Meeting Summary
7/9/13 Draft Supplemental Regulations
Zoning/Parcel Maps
Aerial Photo
PUD Site Plan
PUD Landscape Plan
PUD Elevations

c: Petitioner/Owner: Abe Ajrouch
2679 Ann Arbor-Saline Road
Ann Arbor, MI 48103

Petitioner's Representative: Brad Cousino, PE
Terratek Desgin, Inc.
2860 Tepeyac Hill Dr.
Ann Arbor, MI 48105

Project Management
Systems Planning
File No. SP13-019 & Z13-007

Citizen Participation Report for:
Shell / Tim Hortons Site Plan and Change to Supplemental Regulations

A Citizen participation meeting was held on 5/6/13 at the Pittsfield Branch of Ann Arbor District Library @ 7 pm to inform any interested citizens and answer any questions about the pending application for changes to the supplemental regulations of the PUD zoning associated with the Shell / Tim Hortons property located at 2679 Ann Arbor-Saline Road. The meeting was monitored by Brad Cousino, P.E. from Terratek Design, Inc. the design engineer for the project and the owner Abraham Ajrouch was present as well.

Post cards were sent to 402 addresses of the surrounding neighbors within 1000 ft. of the project and 8 people were in attendance besides the presenter, the owner and an employee of the owner (see attached attendance sheet). A drawing depicting the proposed addition of the drive-thru window and the route of the drive-thru lane was presented. The citizens were generally in favor of the project / business and were particularly complimentary of the recent renovations and the addition of the Tim Hortons Restaurant.

The following concerns were raised regarding the proposed drive thru addition:

Q: How will the traffic on Eisenhower and Ann Arbor-Saline Roads be impacted?

A: Minimally. First, this is not a destination type addition to the surrounding area, people/cars that are already on these roads are the most likely customers of the new drive thru. Second, the existing Shell gas business is already a "drive thru" type business, ie. short duration – drive in , drive out. Third, the drive thru car wash has been eliminated, therefore reducing the number of vehicles currently using this property from before the recent renovations. Fourth, the peak hours of business for the Tim Hortons Bake Shop is early in the morning, 6:30 – 8:30 am and the peak traffic at this intersection is later in the afternoon 4:30 – 5:30 pm. Lastly, the gas business has dropped significantly in recent years due to the recession and the addition of Costco, further decreasing the number of vehicles in and out of this property.

Q: Many people walk and ride bikes along these roads – will the addition of the drive thru impact the safety for these people?

A: For many of the same reasons above there should be no additional concern for safety of pedestrians.

Q: What about the proposed pedestrian walkway into the site – it crosses the proposed drive thru?

A: We are proposing moving the existing sidewalk further north to fit in better with the proposed drive thru lane, landscape island and "picnic" area in the island. The new walkway is demarked by using paver stones that are different in color than the drive lane and parking area. **As a result of the CPO meeting we are now proposing additional signage to caution drivers of pedestrians and to stop before crossing the new walk way.**

Q: There was an auto / pedestrian accident at a driveway up the street from this location – how are you going to make sure that this won't happen at this location?

A: We can't. We cannot be responsible for the actions of drivers or pedestrians. Drivers and pedestrians interact with each other every day all around the City even up and down these roads – accidents of this sort **don't** happen every day and each incident has its own unique circumstances.

The attendees were informed of our intentions to submit a site plan for consideration at the next available Planning Commission meeting and that notice will be given of any public hearings.

The meeting adjourned at approximately 8:00 pm.

Prepared by:

Brad Cousino, P.E.
Terratek Design, Inc.

5/6/13
7pm

SHELL/TIM HORTON CPO MTC

<u>NAME</u>	<u>ADDRESS</u>	<u>PH#</u>	<u>EMAIL</u>
BRAD CAUSINO	TEPRAVER 176376W	734 320 4626	
John Jarema	504 Galen Circle	734-996-0145	jarema.j@shell.net
Marilyn JAREMA	- - - - -	- - - - -	- - - - -
Barbara F. Jarema	514 Galen Circle	734 487 5273	
(734) 747-6671 Joseph + Yvonne	Keelin 439 Sunnyside Way		Ydelline@gmail.com
ERIC BAILEY	1870 Northbrook Dr	734.546.0639	e1bailey@yahoo.com
Michel Colinet	3072 SILVER SPRING DR	734.546.7831	
MI YODDY	Rock Creek Condos		
ALBE ATROUCH	SHELL OWNER	248-982-9617	

Shell Service Station/Convenience Store PUD Zoning District Supplemental Regulations

Section 1: Purpose

It is the purpose of City Council in adopting these regulations to create a more functional set of PUD regulations for this parcel. These regulations will create additional convenience retail options on this site, as well as create the opportunity for additional employees. These regulations will support design guidelines for this visible gateway site.

Section 2: Applicability.

The provisions of these regulations shall apply to the property described as follows:

COM AT E 1/4 COR SEC 6, T3S, R6E, TH S 18 MIN 35 SEC E 818.68 FT ALNG EL OF SEC 6 TO POB, TH S 18 MIN 35 SEC E 501.69 FT, TH N 46 DEG 28 MIN 10 SEC W 347.15 FT, TH N 43 DEG 32 MIN 25 SEC E 361.43 FT TO POB, PRT OF SE 1/4 SEC 6 AND PRT OF LOT 3 CRANBROOK SUB CONTAINING 1.44 AC

Otherwise known as 2679 Ann Arbor-Saline Road. Ann Arbor, MI 48103

These regulations are intended to supplement only those provisions in the City Codes that may be modified as a part of a PUD and shall not be construed to replace or modify other provisions or regulations in the City Codes.

Section 3: Findings

The beneficial effects of the proposed site plan and supplemental PUD regulations are as follows:

- (A) The expansion of convenience retail options at this site will benefit the surrounding neighborhoods.
- (B) The architectural design standards set by the PUD will ensure appropriate development of this gateway site.
- (C) Additional job opportunities within the City limits will result from the expansion of the retail store and drive thru.
- (D) The Mallets Creek watershed will be protected and enhanced by the expanded storm water management system within the development.
- (E) A Gateway pedestrian sitting area offers a pleasing amenity to area residents and to visitors.

(F) A convenient access to residents and patrons to food and drink without the need to park or leave their vehicle.

(G) An outdoor eating area with convenient pedestrian access.

(H) The parcel described above meets the standards for approval as a PUD, and the regulations contained herein constitute neither the granting of special privilege nor deprivation of property rights.

Section 4: PUD Regulations

(A) Permitted principal uses shall be:

- (1) Those principal uses permitted in the C1 (Local Business District) as set forth in the Zoning Ordinance of City Code.
- (2) Gasoline service station
- (3) Car wash

(B) Permitted accessory uses shall be:

- (1) Those accessory uses permitted in the C1 (Local Business District) as set forth in the Zoning Ordinance of City Code.
- (2) Temporary display and sales of merchandise sold by the principal use, subject to a maximum of 180 days per calendar year, occupying an area 10% of the size of the principal building or use, not located in any required open space, and maintaining adequate pedestrian and vehicular circulation. Permitted in all commercial zoning districts with Zoning Compliance Permit.
- (3) Vending machines, merchandise and display areas are not to be located within the sidewalk perimeter around the building and are not be located in front of the building.
- (4) Single lane drive thru and associated service window.

(C) Setbacks:

Front: North (Ann Arbor – Saline Road) – 10 feet MINIMUM
South (West Eisenhower Boulevard) – 10 feet MINIMUM
Rear: None

(D) Height:

50 feet MAX

(E) Lot Size: The size of the PUD zoning district shall be a minimum of 60,000 sf.

(F) Floor Area Ratio:

Allowable floor area in percentage of lot area for the PUD shall be 150% MAX

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

(H) Architectural Design:

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

Design of the building on the site shall contain a dominant architectural feature that serves as a focal point for this gateway site.

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

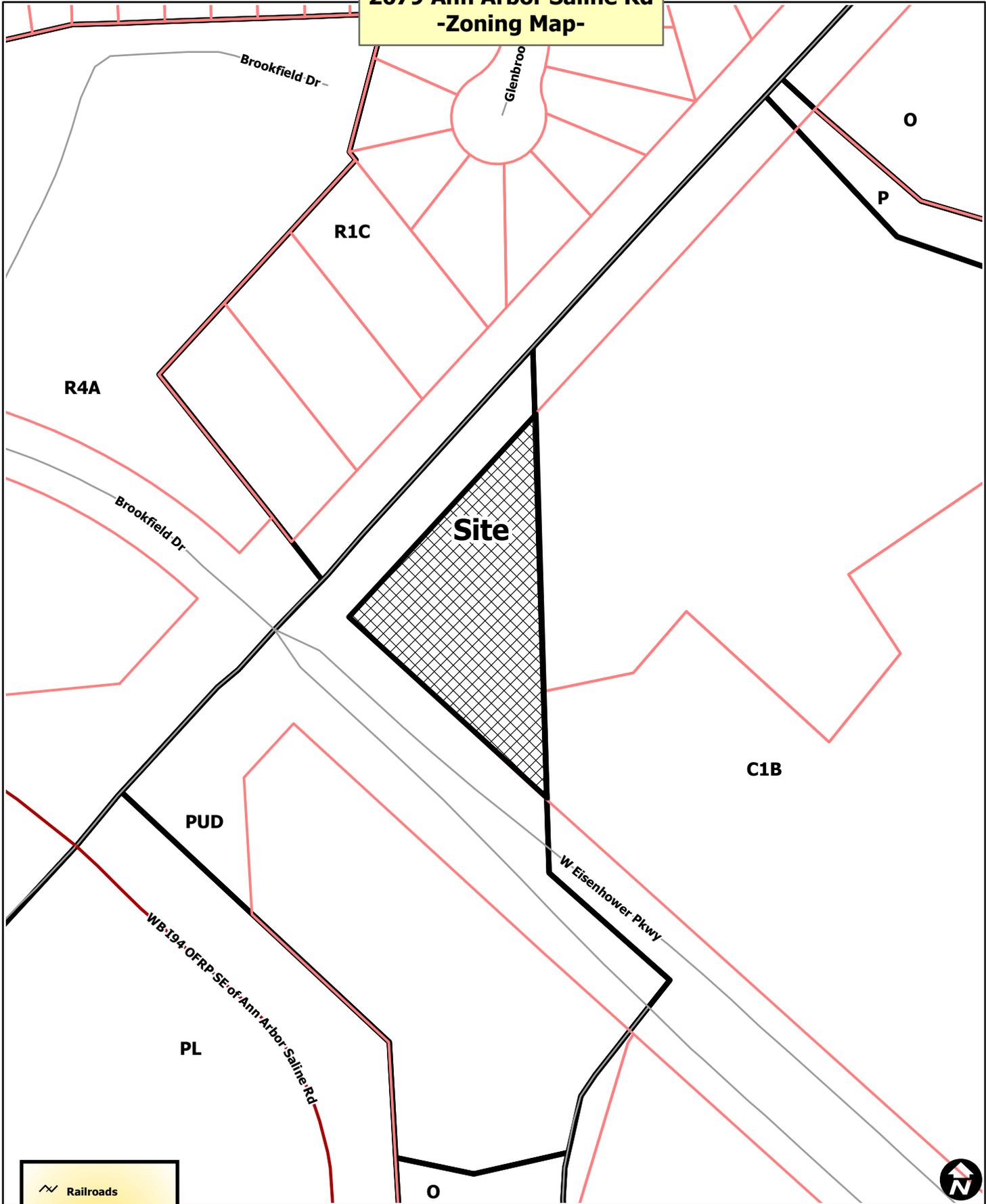
Locate and sufficiently screen mechanical systems to minimize visual impacts from the right-of-way and adjacent buildings.

Principal exterior materials of all sides of buildings shall be of a permanent quality, such as masonry, cultured stone, glazed tile, or textured concrete block. Roof areas visible from ground level shall be surfaced with standing seam metal or metal cap.

Building facades shall be detailed to provide architectural relief, accent materials, fenestration, and varied rooflines.

Prepared by Chris Cheng

2679 Ann Arbor Saline Rd -Zoning Map-

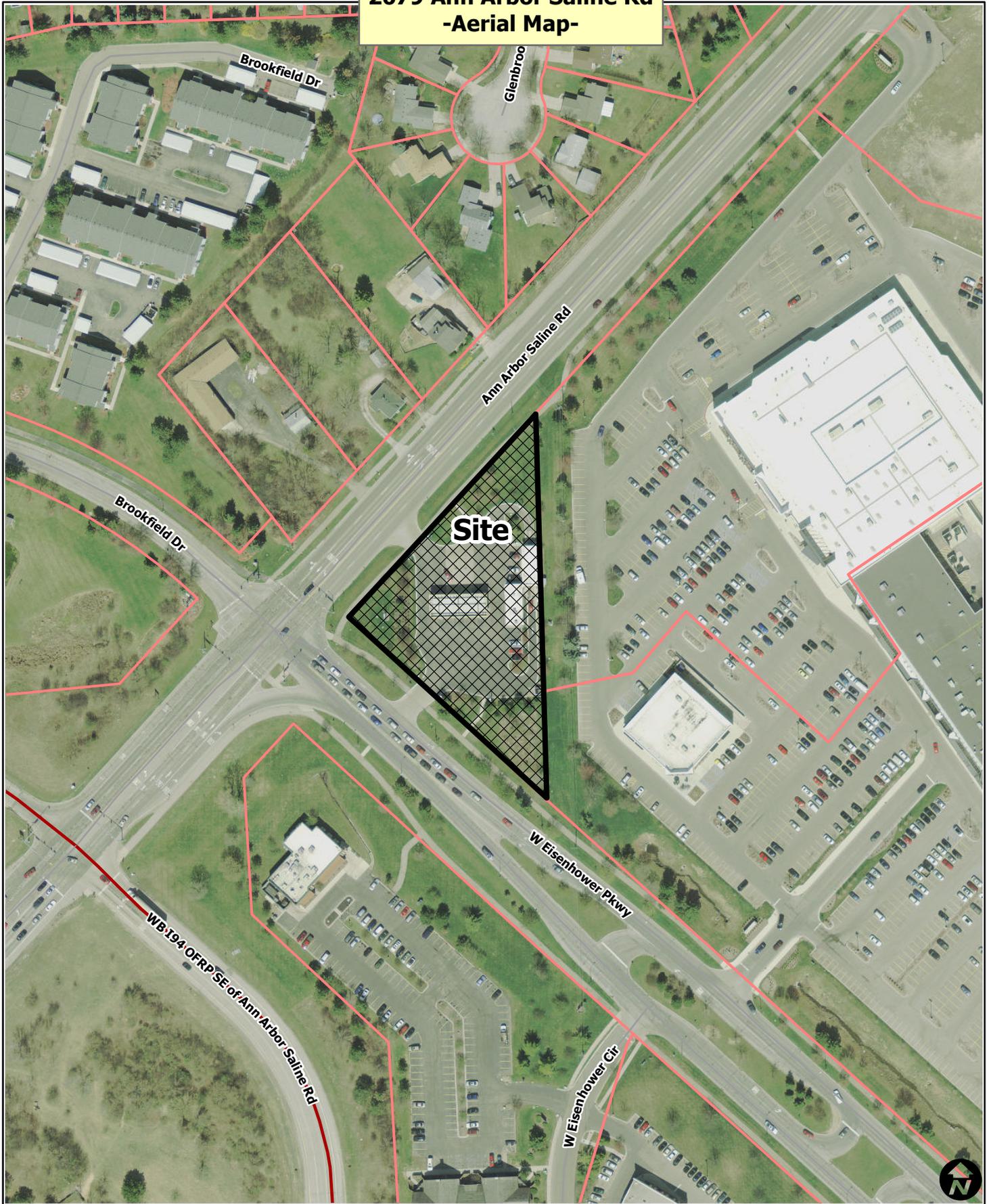


	Railroads
	Parcel Property
	Township
	City of Ann Arbor



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**2679 Ann Arbor Saline Rd
-Aerial Map-**



 Railroads
 Parcel Property



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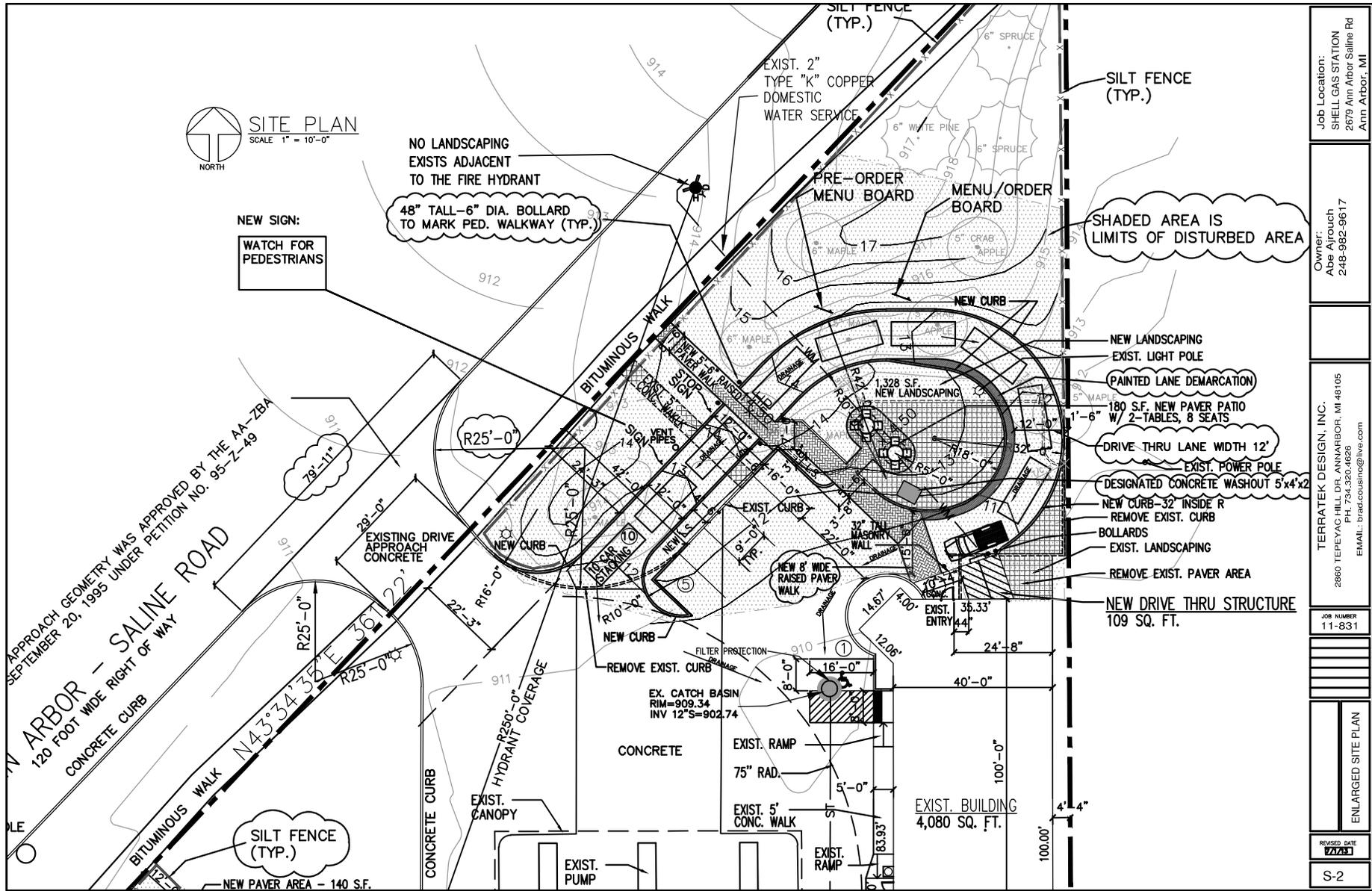
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Map Created: 12/1/2011



SITE PLAN

SCALE 1" = 10'-0"



APPROACH GEOMETRY WAS APPROVED BY THE AA-ZBA
SEPTEMBER 20, 1995 UNDER PETITION NO. 95-Z-49

ANN ARBOR - SALINE ROAD
120 FOOT WIDE RIGHT OF WAY
CONCRETE CURB

SILT FENCE (TYP.)

NEW PAVER AREA - 140 S.F.

NO LANDSCAPING
EXISTS ADJACENT
TO THE FIRE HYDRANT

48" TALL-6" DIA. BOLLARD
TO MARK PED. WALKWAY (TYP.)

NEW SIGN:
WATCH FOR
PEDESTRIANS

SILT FENCE (TYP.)

SILT FENCE (TYP.)

SHADED AREA IS
LIMITS OF DISTURBED AREA

NEW LANDSCAPING
EXIST. LIGHT POLE

PAINTED LANE DEMARCATION

180 S.F. NEW PAVER PATIO
1'-6" W/ 2-TABLES, 8 SEATS

DRIVE THRU LANE WIDTH 12'

EXIST. POWER POLE

DESIGNATED CONCRETE WASHOUT 5'x4'x2'

NEW CURB-32" INSIDE R
REMOVE EXIST. CURB

BOLLARDS

EXIST. LANDSCAPING

REMOVE EXIST. PAVER AREA

NEW DRIVE THRU STRUCTURE
109 SQ. FT.

EXIST. 2"
TYPE "K" COPPER
DOMESTIC
WATER SERVICE

PRE-ORDER
MENU BOARD

MENU/ORDER
BOARD

NEW CURB

BITUMINOUS WALK

NEW 6" WIDE
RAISED PAVER
WALK

EXIST. CURB

REMOVE EXIST. CURB

NEW CURB

EXIST. RAMP

75" RAD.

EXIST. 5"
CONC. WALK

EXIST. RAMP

EXIST. PUMP

EXIST. CANOPY

HYDRANT COVERAGE

CONCRETE

EX. CATCH BASIN
RIM=909.34
INV 12"S=902.74

CONCRETE

EXIST. BUILDING
4,080 SQ. FT.

Job Location:
SHELL GAS STATION
2679 Ann Arbor Saline Rd
Ann Arbor, MI

Owner:
Abe Airouch
248-982-9617

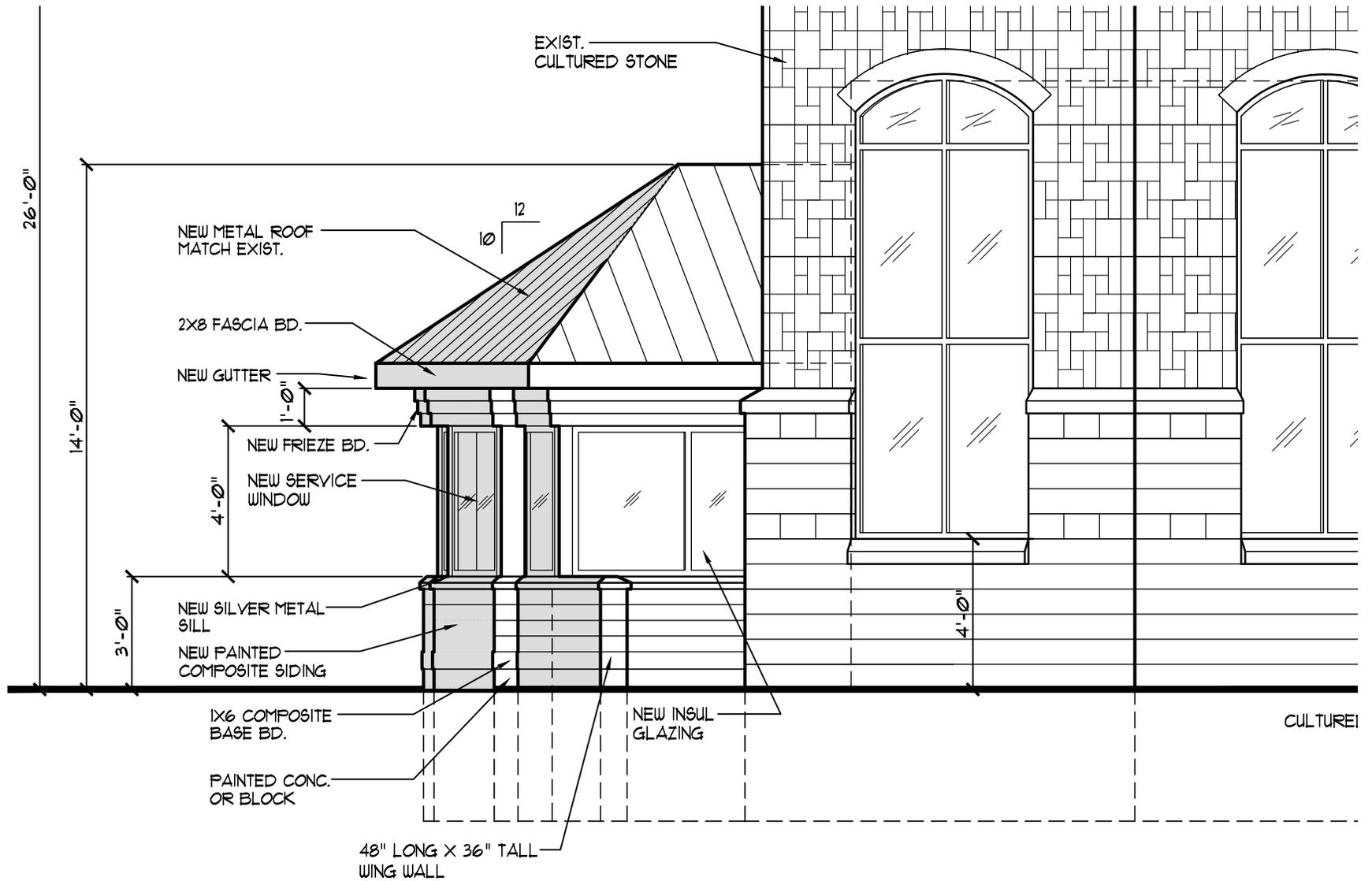
TERRATEK DESIGN, INC.
2860 TEPEYAC HILL DR. ANN ARBOR, MI 48105
PH. 734.320.4626
EMAIL: brad.cousino@live.com

JOB NUMBER
11-831

ENLARGED SITE PLAN

REVISED DATE
1/23/11

S-2



FRONT ELEVATION (WEST) OF DRIVE-THROUGH WINDOW ADDITION

SCALE 1/4" = 1'-0"