NOTICE OF PUBLIC HEARING

BIRMINGHAM CITY COMMISSION
SPECIAL LAND USE PERMIT

Meeting Date, Time, Location:	Monday, March 30, 2015, 7:30 PM Municipal Building, 151 Martin Birmingham, MI
Location of Request:	Mercedes of Bloomfield Hills 2200 Holland
Nature of Hearing:	To consider a Special Land Use Permit and Final Site Plan to allow the construction of a warehouse building over 6,000 sq ft to provide storage for Mercedes-Benz of Bloomfield Hills.
City Staff Contact:	Jana Ecker 248.530.1841 jecker@bhamgov.org
Notice Requirements:	Mailed to all property owners and occupants within 300 feet of subject address. Publish March 1, 2015
Approved minutes may be reviewed at:	City Clerk's Office

Persons wishing to express their views may do so in person at the hearing or in writing addressed to City Clerk, City of Birmingham, 151 Martin, Birmingham, MI 48009.
Persons with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk's Office at 248.530.1880 (voice) or 248.644.5115 (TDD) at least one day in advance to request mobility, visual, hearing or other assistance.

City of Birmingham
A Walkable Community

MEMORANDUM

Community Development Department

DATE:	**March 23, 2015**
TO:	**Joseph A. Valentine, City Manager**
CC:	**Jana Ecker, Planning Director**
FROM:	**Matthew Baka, Senior Planner**
SUBJECT:	**Public Hearing for Final Site Plan & Special Land Use Permit at 2200 Holland – Mercedes-Benz of Bloomfield Hills storage facility**

On March 11, 2015, the Planning Board conducted a public hearing to discuss a request by the applicant to construct a warehouse building to provide off-site storage for their Mercedes-Benz Dealership. The Planning Board voted to recommend approval to the City Commission with the following condition;

1. The applicant revises the photometric plan to meet the requirements of the Zoning Ordinance or obtain a variance from the Board of Zoning Appeals.

The proposed building will be over 6,000 sq. ft. which requires the approval of the City Commission for a Special Land Use Permit. Please find attached the staff report and site plans presented to the Planning Board, along with the relevant meeting minutes for your review.

SUGGESTED ACTION:
To approve the Final Site Plan and Special Land Use Permit at 2200 Holland, Mercedes-Benz of Bloomfield Hills, to construct a warehouse over 6,000 sq. ft. to be used as a storage facility for vehicles.

MERCEDES-BENZ OF BLOOMFIELD HILLS
2200 HOLLAND
SPECIAL LAND USE PERMIT
2015

WHEREAS, Mercedes-Benz of Bloomfield Hills filed an application pursuant to Article 7, section 7.34 of Chapter 126, Zoning, of the City Code to construct a warehouse over 6,000 sq. ft. to be used as a storage facility for vehicles;

WHEREAS, The land for which the Special Land Use Permit is sought is located at the end of Holland on the east side of S. Eton Street, in Birmingham;

WHEREAS, The land is zoned MX, and is located within the Rail District, which allows an eclectic mix of small scale commercial, light industrial and residential uses;

WHEREAS, Article 7, section 7.34 of Chapter 126, Zoning requires a Special Land Use Permit to be considered and acted upon by the Birmingham City Commission, after receiving recommendations on the Site Plan and Design from the Planning Board for the proposed Special Land Use Permit Amendment;

WHEREAS, The Planning Board on March 11, 2015 voted to recommend approval of the applicant's request for Final Site Plan and a Special Land Use Permit to the City Commission for the Mercedes of Bloomfield Hills storage facility at 2200 Holland with the following conditions:

1. The applicant revises the photometric plan to meet the requirements of the Zoning Ordinance or obtain a variance from the Board of Zoning Appeals.

WHEREAS, The applicant has agreed to comply with all conditions for approval as recommended by the Planning Board on March 11, 2015;

WHEREAS, The Birmingham City Commission has reviewed the Mercedes-Benz of Bloomfield Hills' Special Land Use Permit application and the standards for such review as set forth in Article 7, section 7.36 of Chapter 126, Zoning, of the City Code;

NOW, THEREFORE, BE IT RESOLVED, The Birmingham City Commission finds the standards imposed under the City Code have been met, subject to the conditions below, and that Mercedes-Benz of Bloomfield Hills application for a Special Land Use Permit to construct a warehouse over 6,000 sq. ft. to be used as a storage facility for vehicles at 2200 Holland is hereby approved.

BE IT FURTHER RESOLVED, That the City Commission determines that to assure continued compliance with Code standards and to protect public health, safety, and welfare, this Special Land Use Permit is granted subject to the following conditions:

1. Mercedes-Benz of Bloomfield Hills shall abide by all provisions of the Birmingham City Code;

2. The Special Land Use Permit may be canceled by the City Commission upon finding that the continued use is not in the public interest;

3. The applicant revises the photometric plan to meet the requirements of the Zoning Ordinance or obtain a variance from the Board of Zoning Appeals.

BE IT FURTHER RESOLVED, That failure to comply with any of the above conditions shall result in termination of the Special Land Use Permit.

BE IT FURTHER RESOLVED, Except as herein specifically provided, Mercedes-Benz of Bloomfield Hills and its heirs, successors, and assigns shall be bound by all ordinances of the City of Birmingham in effect at the time of the issuance of this permit, and as they may be subsequently amended. Failure of Mercedes-Benz of Bloomfield Hills to comply with all the ordinances of the city may result in the Commission revoking this Special Land Use Permit.

I, Laura Pierce, City Clerk of the City of Birmingham, Michigan, do hereby certify that the foregoing is a true and correct copy of the resolution adopted by the Birmingham City Commission at its regular meeting held on March 30, 2015.

_____

Laura Pierce, City Clerk

City of Birmingham
A Walkable Community

MEMORANDUM

Community Development

DATE: **February 6, 2015**

TO: **Planning Board members**

FROM: **Matthew Baka – Senior Planner**

SUBJECT: **2200 Holland Street – Mercedes Benz of Bloomfield Hills Auto — Final Site Plan Review**

Executive Summary

The subject property located at 2200 Holland currently contains 5 warehouse structures of various sizes. The applicant proposes to demolish four (4) of the existing buildings and construct a warehouse building that will be 16,400 sq. ft. The plan proposes to incorporate a mix of uses on the site by preserving the existing office building and constructing the warehouse behind it. The office will be accessible from Holland at all times. The access gate to the warehouse aligns with the west face of the building and connects to the existing fence on both the north and south sides. There is a landscaped walkway proposed to run between the existing office building and the new warehouse. The existing 2597 sq. ft. office building on the property will remain and is proposed to be rented to an office user who will be separate from the Mercedes operation. The new warehouse will be used as the auto prep and storage facility for the Mercedes-Benz of Bloomfield Hills dealership. The facility will be used to store and prepare cars for sale. The proposed building will have the capacity to store 100 cars. All buildings over 6,000 sq. ft. in the MX district are required to obtain a Special Land Use Permit. Accordingly, the is required to obtain a recommendation from the Planning Board on the preliminary and final site plan reviews for the project and then proceed to the City Commission for final approval.

The applicant received a recommendation to approve the Preliminary Site Plan and Special Land Use Permit at the December 10, 2014 Planning Board meeting with the following conditions;

1. The applicant obtains a ruling by the building official or a variance from the Board of Zoning Appeals for the placement of the building off of the frontage line;
2. The applicant will be required to provide 70% glazing on the first floor or obtain a variance from the Board of Zoning Appeals;

3. Eliminate the parking between the building and the frontage line or obtain a variance from the Board of Zoning Appeals; and
4. The applicant add nine additional canopy trees to the parking lot interior and provides the dimension of the landscaped area at Final Site Plan Review or obtain a variance from the Board of Zoning Appeals.

It was determined by the Building Official that the applicant does not need a variance for the placement of the buildings on the frontage line because the existing structure is the closest structure to the frontage line and is therefore considered legal nonconforming. The applicant also appeared before the Board of Zoning Appeals on January 13, 2015. The BZA granted the applicant variances to permit parking between the front façade and the frontage line and also to provide less than the required 70% glazing on the new warehouse. The applicant has also revised the landscape plan to meet the ordinance requirements and submitted a photometric plan detailing a proposed lighting plan. All relevant meeting minutes from the Planning Board and Board of Zoning Appeals meetings are attached for your review.

1.1 **Land Use and Zoning**

1.2 Existing Land Use – The existing space is currently vacant. The lot consists of five existing warehouse buildings.

1.3 Zoning – The property is currently zoned MX, Mixed Use and is located in the Rail District. The existing use and surrounding uses appear to conform to the permitted uses of each Zoning District.

1.4 Summary of Adjacent Land Use and Zoning - The following chart summarizes existing land use and zoning adjacent to and/or in the vicinity of the subject site, including the proposed 2016 Regulating Plan zones.

	North	**South**	**East**	**West**
Existing Land Use	Public School property	Commercial	Commercial / Industrial	Commercial/ Industrial
Existing Zoning District	MX Mixed-Use	MX Mixed-Use	MX Mixed-Use	PP Public Property

2.0 **Setback and Height Requirements**

The proposed building appears to meet all other setback and height restrictions of the MX zone. Please see the attached zoning compliance summary sheet for a detail analysis.

3.0 **Screening and Landscaping**

3.1 Dumpster Screening – The revised plan does not include a dumpster. If a dumpster is added at a later date then it must be screened in accordance with the Zoning Ordinance.

3.2 Parking Lot Screening – The parking area does not abut a street, alley or passage. Therefore, screening of the parking area is not required.

3.3 Mechanical Equipment Screening – The plans as submitted do not include any mechanical equipment. Any mechanical equipment located on site must be screened in accordance with the Zoning Ordinance.

3.4 Landscaping –The applicant has proposed a total of 18 Sunburst Locust Trees, 10 Snow White Spirea, 8 Japanese Yews and a large area of ornamental grass. The landscaping is proposed to be located throughout the site and parking lot in a manner that breaks up the parking area. Three (3) Yews and two (2) Sunburst Locust trees are proposed to be located on the south side of the entry to the site. Two (2) Sunburst Locust, five (5) Japanese Yews and ten (10) Spirea are proposed to be located at the front elevation of the new building. The applicant is proposing a large area of ornamental grass in the southeast corner of the site and four (4) Sunburst Locust trees that will flank the parking spaces immediately adjacent. The remaining ten (10) Sunburst Locust trees are proposed to be arranged throughout the parking lot interior.

Article 4, section 4.20 LA-01 (F) of the Zoning Ordinance requires that parking lots shall have landscaping areas that total no less than 5% of the total parking lot interior. Each interior planting area shall be at least 150 square feet and not less than 8 feet in any single dimension, there shall be at least on canopy tree for each 150 square feet and the interior planting areas must be located in a manner that breaks up the expanse of paving throughout the parking lot interior.

The plans submitted by the applicant indicate the proposed parking area will be 53,370 sq. ft. in size. Accordingly, the applicant is required to provide 2,668 sq. ft. of landscaping and 18 canopy trees. The applicant indicates that 3,450 sq. ft. of

landscaping and the plans show eighteen (18) canopy trees will be provided in the parking lot interior. **Accordingly, the proposal meets the ordinance requirements in regards to parking lot landscaping.**

4.0 Parking, Loading and Circulation

4.1 Parking – In accordance with Article 4, section 4.34 of the Zoning Ordinance, this development is required to have 1 parking space for every 500 square feet of warehouse space and 1 parking space for every 300 square feet of office space. This results in a requirement of 33 parking spaces for the warehouse (16,400 sq. ft. / 500) and 9 parking spaces for the office building (2,597 sq. ft. /300) for a total of 42 spaces required. The applicant has provided 67 parking spaces including three (3) handicap accessible spaces. Accordingly, the applicant's proposal meets the parking requirement. However, in accordance with Article 04, section 4.52 PK-08 A (1), parking is not permitted between the building façade and the frontage line. **The applicant was granted a variance from the Board of Zoning Appeals to allow parking between the building and the frontage line.**

4.2 Loading – The applicant has proposed to have a 12' X 50' loading area on the south side of the building. The loading space meets the requirements of Article 04 section 4.24 (C).

4.3 Vehicular Circulation and Access –Vehicular access to the site is via Holland St. The front portion of the site will contain 16 parking spaces that will service the leasable office space. The applicant proposes to put a security gate on the north and south side of the warehouse that will allow ingress and egress to the Mercedes storage facility. A two way drive lane will allow circulation around the sides and rear of the warehouse allowing access to the roll-up garage doors on the sides and rear of the building as well as access to the parking places.

4.4 Pedestrian Circulation and Access – The applicant has proposed a concrete sidewalk along three sides of the existing office building to allow for pedestrian access from the parking spaces. The walkway on the east side of the office building will be shared with the warehouse. There is currently no pedestrian access along Holland from S. Eton.

5.0 Lighting

The applicant has added one street light at the entrance to the site as requested by the Engineering Department. The proposed light will be required to match the Rail District standard pedestrian scale light.

In addition, the applicant is now proposing to install exterior parking lot lighting on the site. Accordingly, the proposed lighting must meet the requirements of Article 04 section 4.21 LT-01, Lighting Standards. The applicant is proposing to install six wall mounted lights on the perimeter of the new warehouse at a mounting height of 16'. The plan also calls for six (6) pole mounted light fixtures, four (4) of which are single head fixtures and two are double head fixtures. The photometric plan that has been submitted indicates that the light poles are proposed to be 27.5' in height. The Zoning Ordinance restricts the height of pole mounted lights to 16' in height. **Accordingly, the applicant will be required to revise the photometric plan to meet the requirements of the Zoning Ordinance or obtain a variance from the Board of Zoning Appeals.**

6.0 **Departmental Reports**

6.1 Engineering Division – The Engineering Dept. has reviewed the plans. The following comments are offered at this time:

1. The current plan does not have any design relative to any underground utilities. Note that the only access the site has to both public water main and combined sewer is at the street connection (the east end of Holland Ave.). Underground drainage accommodating the entire site, as well as a new sanitary service and water service will be required as a part of the building permit for this proposal.

2. Permits required for this project from our office shall be:

   - Right-of-way permit (for water and sewer connections).
   - Drive approach permit (for flatwork in the right-of-way).

6.2 Department of Public Services – DPS had no comments.

6.3 Fire Department –

1. Knox Box to provide access in an emergency through the gate and into the building.
2. Fire suppression is required according to section 903 of the IFC 2012.

6.4 Police Department – The Police Department had no comments.

6.5 Building Division – In addition to their standard comments the Building Department listed the following issues that must be addressed;

Additional Comments:

1. Fire sprinkler system required

7.0 **Design Review**

Front (East) Elevation

The front elevation of the new warehouse structure is proposed to be primarily constructed of 16" x 8" split face block in a beige color. The split face block will extend up the façade approximately 16'. There are six (6) clear glass windows proposed for the front elevation which will be 8' x 5' each with beige frames. One single door is proposed in the center of the front elevation with a small canopy overhead. The upper portion of the front façade will be constructed of beige translucent panels. A Mercedes-Benz logo is proposed to be centered on the front façade approximately 22' above grade.

North/South Elevations

The north and south elevation of the warehouse are proposed to be constructed of beige metal panels from grade to 16' with beige overhead doors lining each side. The south elevation is proposed to have twelve (12) doors and the north elevation is proposed to have ten (10) doors. The upper five (5) of the side elevations will be constructed of beige translucent panels up to the eaves.

Rear (West) Elevation

The rear elevation is proposed to be constructed completely of beige metal panels with one large 16' x 16' overhead door in the center. A Mercedes-Benz logo is proposed to be centered on the rear façade approximately 22' above grade.

Existing Office building

The brick exterior and windows of the office building will be retained with the exception of the Mansard roof, which will be replaced with siding panels to match the warehouse building.

In addition, this parcel is subject to the window requirements of Article 04 section 4.83 WN-01, which requires 70% glazing on any façade that faces a street, plaza, park or parking area. The plans as submitted do not meet this requirement. **The applicant was granted a variance from the Board of Zoning Appeals to provide less than 70% glazing on the first floor.**

8.0 **Eton Road Corridor Plan (ERCP)**

The subject site is located within the boundaries of the Eton Road Corridor Plan. The vision of the Eton Road Corridor Plan ("ERCP") was to encourage a mixed use corridor with a range of commercial, service, light industrial and residential uses that serve the needs of the residents of Birmingham. Creative site planning is encouraged to promote high quality, cohesive development that is compatible with the existing uses in the corridor and the adjacent single-family residential neighborhoods. The current

submittal is now proposing to preserve the existing office building as leasable space that will create a mix of uses and encourage more activity on the site.

Sub-Area Plan

The Eton Road Sub-Area Plan (map #9) identifies recommended building locations, street locations, and other features and concepts that should be considered during the review of proposed developments in the corridor. The subject site was identified as a potential location for an extension of Holland Rd. that would connect to a future road/linear park that would run parallel to the rail road tracks. The applicant has located the proposed building to the south 31' from the north property line to allow for the potential future extension of Holland Rd. The new warehouse will line up with the existing office building that is to remain which will create the possibility of a street wall along the north elevation if the road were to be constructed at some point in the future.

Design

Chapter 5 of the ERCP details specific site and building design guidelines, including the use of high quality materials, the creation of a pedestrian friendly environment with entrances facing the street, street trees and streetscape elements, continuous sidewalks, and effective screening of parking and loading areas. The subject site is in an isolated section of the Rail District that does not currently have pedestrian access from S. Eton. The applicant is not proposing any pedestrian improvements at this time

9.0 **Approval Criteria**

In accordance with Article 7, section 7.27 of the Zoning Ordinance, the proposed plans for development must meet the following conditions:

(1) The location, size and height of the building, walls and fences shall be such that there is adequate landscaped open space so as to provide light, air and access to the persons occupying the structure.

(2) The location, size and height of the building, walls and fences shall be such that there will be no interference with adequate light, air and access to adjacent lands and buildings.

(3) The location, size and height of the building, walls and fences shall be such that they will not hinder the reasonable development of adjoining property not diminish the value thereof.

(4) The site plan, and its relation to streets, driveways and sidewalks, shall be such as to not interfere with or be hazardous to vehicular and pedestrian traffic.

(5) The proposed development will be compatible with other uses and buildings in the neighborhood and will not be contrary to the spirit and purpose of this chapter.

(6) The location, shape and size of required landscaped open space is such as to provide adequate open space for the benefit of the inhabitants of the building and the surrounding neighborhood.

10.0 **Approval Criteria for Special Land Use Permits**

Article 07, section 7.34 of the Zoning Ordinance specifies the procedures and approval criteria for Special Land Use Permits. Use approval, site plan approval, and design review are the responsibilities of the City Commission. This section reads, in part:

Prior to its consideration of a special land use application (SLUP) for an initial permit or an amendment to a permit, the **City Commission shall refer the site plan and the design to the Planning Board for its review and recommendation. After receiving the recommendation, the City Commission shall review the site plan and design of the buildings and uses proposed** for the site described in the application of amendment.

The City Commission's approval of any special land use application or amendment pursuant to this section shall constitute approval of the site plan and design.

11.0 **Recommendation**

Based on a review of the site plan revisions submitted, the Planning Division recommends that the Planning Board recommend APPROVAL of the Final Site Plan for 2200 Holland to the City Commission with the following conditions;

1. The applicant revises the photometric plan to meet the requirements of the Zoning Ordinance or obtain a variance from the Board of Zoning Appeals.

12.0 **Sample Motion Language**

Motion to recommend APPROVAL of the Final Site Plan for 2200 Holland to the City Commission subject to the following conditions:

1. The applicant revises the photometric plan to meet the requirements of the Zoning Ordinance or obtain a variance from the Board of Zoning Appeals.

OR

Motion to POSTPONE the Final Site Plan for 2200 Holland.

OR

Motion to recommend DENIAL of the Final Site Plan for 2200 Holland to the City Commission.

DRAFT MINUTES
CITY OF BIRMINGHAM
REGULAR MEETING OF THE PLANNING BOARD
WEDNESDAY, MARCH 11, 2015
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Planning Board held on March 11, 2015. Chairman Scott Clein convened the meeting at 7:30 p.m.

Present: Chairman Scott Clein; Board Members Carroll DeWeese, Gillian Lazar, Janelle Whipple-Boyce; Alternate Board Members Stuart Jeffares, Daniel Share; Student Representatives Scott Casperson, Andrea Laverty

Absent: Board Members Robin Boyle, Bert Koseck, Bryan Williams

Administration: Matthew Baka, Sr. Planner
Jana Ecker, Planning Director
Ken Cooper, Asst. Building Official
Bruce Johnson, Building Official
Scott Lenhart, Building Department
Carole Salutes, Recording Secretary

03-48-15

FINAL SITE PLAN REVIEW
2200 Holland
New construction of one-story warehouse and storage building (postponed from the meeting of February 11, 2015)

Mr. Baka recalled the subject property located at 2200 Holland currently contains five (5) warehouse structures of various sizes. The applicant proposes to demolish four (4) of the existing buildings and construct a 16,400 sq. ft. warehouse building. The plan proposes to incorporate a mix of uses on the site by preserving the existing office building and constructing the warehouse behind it. The existing 2,597 sq. ft. office building on the property will remain and is proposed to be rented to an office user who will be separate from the Mercedes operation. The new warehouse will be used as the auto prep and storage facility for the Mercedes-Benz of Bloomfield Hills dealership.

All buildings over 6,000 sq. ft. in the MX District are required to obtain a SLUP. Accordingly, the Planning Board will perform the Preliminary and Final Site Plan Reviews for the project and then make a recommendation to the City Commission on whether or not to approve the proposal for a Special Land Use Permit ("SLUP"). The applicant received a recommendation to approve the Preliminary Site Plan and SLUP at the December 10, 2014 Planning Board meeting along with several conditions.

The applicant appeared before the Board of Zoning Appeals ("BZA") on January 13, 2015. The BZA granted variances to permit parking between the front facade and the frontage line and also to provide less than the required 70% glazing on the new warehouse.

At the February 11, 2015 Planning Board meeting the applicant was reviewed for Final Site Plan approval. At that time, the Planning Board voted to postpone the review so that the applicant could provide additional information regarding the colors and materials proposed for the warehouse building.

Design Review
The applicant has now provided color elevations and material samples, as well as a revised site plan, landscape plan and photometric plan. The applicant has offered two different color schemes for the board to consider. Both schemes include translucent panels on the upper portions of the sides and rear and "polar white" roof panels.

Mr. Gary Kwapis, Architect for the project, said the translucent panels have UV protection and should not fade. They will either use their existing fence or upgrade it.

Color scheme was discussed. Mr. Charles Ghesquiere, Dealer Principal of Mercedes-Benz of Bloomfield, said their preference would be the ivory color. Several board members thought the darker black and grey color would look better. After discussion, Mr. Ghesquiere agreed to adopt the darker color scheme.

Motion by Ms. Whipple-Boyce
Seconded by Mr. DeWeese to recommend approval of the Final Site Plan for 2200 Holland to the City Commission subject to the following condition:
1. The applicant revises the photometric plan to meet the requirements of the Zoning Ordinance or obtain a variance from the Board of Zoning Appeals.

Motion carried, 6-0.

VOICE VOTE
Yeas: Whipple-Boyce, DeWeese, Clein, Jeffares, Lazar, Share
Nays: None
Absent: Boyle, Koseck

BIRMINGHAM BOARD OF ZONING APPEALS PROCEEDINGS
TUESDAY, JANUARY 13, 2014
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Board of Zoning Appeals ("BZA") held on Tuesday, January 13, 2015. Chairman Charles Lillie convened the meeting at 7:30 p.m.

Present: Chairman Charles Lillie; Board Members Kevin Hart, Jeffery Jones, Randolph Judd, Thomas Hughes, Peter Lyon; Alternate Board Member Rachel Loughrin

Absent: Board Member John Miller; Alternate Board Member Cynthia Grove

Administration: Matthew Baka, Sr. Planner
Ken Cooper, Asst. Building Official
Bruce Johnson, Building Official
Carole Salutes, Recording Secretary

T# 01-02-15

2200 HOLLAND
(Appeal 14-25)

The owners of the property known as 2200 Holland request the following variances to allow for the construction of a single-story warehouse structure:

A. **Article 4, Section 4.52 PK-08 A (1)** of the Zoning Ordinance prohibits parking between the building façade and the frontage line in the MX (Mixed Use) zone. The applicant is requesting a variance to permit parking between the building façade and the frontage line.

B. **Article 4, Section 4.83 WN-01 A (1)** of the Zoning Ordinance requires the front façade and any façade facing a street, plaza, park, or parking area provide no less than 70% of the storefront/ground floor façade as clear glass panels and doorways. The applicant is required to meet this standard on the east, west and south facing facades.

- On the west façade the applicant is proposing to provide 13% glass. Therefore a variance of 57% is requested.
- On the east façade the applicant is proposing to provide 0% glass. Therefore a variance of 70% is requested.
- On the south façade the applicant is proposing to provide 0% glass. Therefore a variance of 70% is requested.

This property is zoned MX Mixed Use.

Mr. Baka described that the parcel in question is located at the end of Holland, east of Eton. It neighbors the school bus yard and the City DPS. The applicant proposes to redevelop the site into a warehouse for Mercedes-Benz of Bloomfield Hills. The Planning Board has asked the applicant to make changes to his proposal, based on the Eton Road Corridor Plan ("ERCP") that governs this area. To introduce mixed use, the applicant will now leave a small office building on the site with parking at the front. Requiring a certain percentage of glazing on the first floor allows more interaction with pedestrians. However, because of the type of use that is proposed, the applicant feels the glazing requirement would be detrimental to their proposal. The applicant has received Preliminary Site Plan Approval, and based on the results of this meeting they will return to the Planning Board for Final Approval.

In response to Mr. Jones, Mr. Baka verified that leading off of Eton there are no sidewalks on either side of Holland and it dead ends. Chairman Lillie noted there will not be pedestrian traffic so there would be no need for the glazing in this case. Mr. Baka added that Mr. Ghesquiere's whole purpose is to have security for the storage of valuable cars. He has been working with the Planning Board to try and help them meet the intent of the ERCP.

Mr. Charles Ghesquiere, Dealer Principal of Mercedes-Benz of Bloomfield, described how adding glazing to the building would be a problem for them because of security. People could see what is inside and that would be an attraction to break in. In response to Mr. Jones he said they have no intention of turning the facility into anything besides a storage area. He went on to say the tenants of the office building will conduct highly technical business and have maybe two visitors a day.

At 7:45 p.m. there were no comments on this petition from the audience.

Motion by Mr. Lyon
Seconded by Mr. Jones in regard to appeal 14-25, 2200 Holland, to approve the variances as advertised. He believes that the appellant has demonstrated a practical difficulty with strict compliance in that the Ordinances request pedestrian friendly, almost retail use in what is really an industrial area. He thinks the appellant has mitigated the variance by moving fences back and making it appear somewhat like retail.

Mr. Lyon believes that strict compliance would be unduly burdensome and would prevent reasonable use of the property, given this industrial area. He believes that granting these variances does substantial justice to both the appellant and the surrounding area. It improves a very industrial looking area. He thinks that based on the prints it will be a nice looking addition

back there. Also, he believes it is the minimum variance required. He would tie the motion to the plans as submitted.

Motion carried, 7-0.

ROLLCALL VOTE
Yeas: Lyon, Jones, Hart, Hughes, Judd, Lillie, Loughrin
Nays: None
Absent: Miller

Mr. Jones added that the property is unique and merits the variance because there is no likelihood of pedestrian traffic since there are no sidewalks.

CITY OF BIRMINGHAM
REGULAR MEETING OF THE PLANNING BOARD
WEDNESDAY, DECEMBER 10, 2014
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Planning Board held on December 10, 2014. Chairman Scott Clein convened the meeting at 7:30 p.m.

Present: Chairman Scott Clein; Board Members Carroll DeWeese, Bert Koseck, Janelle Whipple-Boyce, Bryan Williams (left at 9:07 p.m.); Alternate Board Member Stuart Jeffares; Student Representatives Jack Moore (left at 9:40 p.m.), Shelby Wilson (left at 9:30 p.m.)

Absent: Board Member Gillian Lazar; Alternate Board Member Daniel Share

Administration: Matthew Baka, Senior Planner
Jana Ecker, Planning Director
Shalaka Puranik. Asst. City Planner
Carole Salutes, Recording Secretary

12-181-14

SPECIAL LAND USE PERMIT ("SLUP")
PRELIMINARY SITE PLAN REVIEW
2200 Holland St.
Mercedes-Benz of Bloomfield Hills Prep and Storage Facility
New construction of one-story building 16,400 sq. ft. in size for the cleaning, detailing, light repair and storage of vehicles (postponed from October 22, 2014)

Mr. Baka advised the subject property located at 2200 Holland currently contains five (5) warehouse structures of various sizes. The applicant proposes to demolish four (4) of the existing buildings and construct a 16,400 sq. ft. warehouse building. The existing 2,597 sq. ft. office building on the property will remain and is proposed to be rented to an office user who will be separate from the Mercedes operation. The new warehouse will be used as the auto prep and storage facility for the Mercedes-Benz of Bloomfield Hills dealership.

The proposed building will have the capacity to store 100 cars. All buildings over 6,000 sq. ft. in the MX District are required to obtain a SLUP. Accordingly, the Planning Board will perform the Preliminary and Final Site Plan Reviews for the project and then make a recommendation to the City Commission on whether or not to approve the proposal for a SLUP.

At the October 22nd meeting the Planning Board expressed concerns that the development of the site did not adequately incorporate the goals of the Eton Road Corridor Plan ("ERCP"). After a lengthy discussion, the Board moved to postpone the SLUP and PSP review to give the applicant time to consider ways to activate the site in line with the goals of the ERCP. Since that time, the applicant has submitted a new plan that proposes to incorporate a mix of uses on the site by preserving the existing office building and constructing the warehouse behind it. The office will be accessible from Holland at all times. There is a landscaped walkway proposed to run between the existing office building and the new warehouse.

Article 04 section 4.76 SS-08 A (1) states that *Front building facades at the first story shall be located at the frontage line.* ***Accordingly, the applicant will be required to obtain a variance from the Board of Zoning Appeals ("BZA") for the placement of the building off of the frontage line.*** A ruling from the building official will be solicited as to whether a variance is needed because the frontage line is the 30 ft that abuts the end of Holland. The existing small office building in the front is legally non-conforming.

In accordance with Article 04, section 4.52 PK-08 A (1), parking is not permitted between the building façade and the frontage line. ***Accordingly, the applicant will be required to eliminate the parking between the building and the frontage line or obtain a variance from the BZA.***

This parcel is subject to the window requirements of Article 04 section 4.83 WN-01, which requires 70% glazing on any façade that faces a street, plaza, park or parking area. The plans as submitted do not meet this requirement. ***The applicant will be required to provide 70% glazing on the first floor or obtain a variance from the Board of Zoning Appeals.***

Design Review
A detailed design review for the proposal will be done at Final Site Plan Review.

After receiving a recommendation from the Planning Board, the City Commission reviews the site plan and design of the buildings and uses proposed. The City Commission's approval of any special land use application shall constitute approval of the site plan and design.

Ms. Ecker advised that the Birmingham Public Schools owns the property immediately along the northern property edge and running along the eastern property boundary all the way to Cole St. The strip is 30 ft. wide at its narrowest.

Mr. Gary Kwapis, the project architect, pointed out some of the issues they tried to address that concerned the board. They may use clear laminate glass to meet the 70% glazing requirement and secure the building.

At Mr. Koseck's request, Mr. Baka read the six standards that the City Commission should consider when they review a SLUP. Mr. Kwapis concluded the only standard the project is in conflict with is that all buildings over 6,000 sq. ft. in the MX District require a SLUP.

Mr. Chuck Gesquire, the owner of the dealership, emphasized the necessity for the warehouse to be secure.

The chairman thought the project fits with the spirit of how the Ordinance was written. Mr. Williams said it is important to note the applicant has come back several times with significant changes that are consistent with the Planning Board's requests. He likes that they have proposed office usage that will add life to the area.

Mr. Koseck suggested that the building could have a curb and landscape zone on the north side to set it up for possible future use.

There were no comments from members of the public at 8:15 p.m.

Motion by Mr. DeWeese
Seconded by Ms. Whipple-Boyce to recommend to the City Commission approval of the SLUP for 2200 Holland St., Mercedes-Benz of Bloomfield Hills Prep and Storage Facility.

No one from the audience wished to comment at 8:17 p.m.

Motion carried, 6-0.

ROLLCALL VOTE
Yeas: DeWeese, Whipple-Boyce, Clein, Jeffares, Williams
Nays: Koseck
Absent: Lazar

Mr. Koseck thought the applicant could plant elsewhere on the property the additional canopy trees that are required for the parking lot interior.

Ms. Whipple-Boyce commented she wants to see 70% glazing because of the future uses that could go on in the building. She felt the applicant could achieve the glazing requirement and still maintain security for the building. Additionally she hopes they can achieve their parking lot landscape requirement by adding green space in another place

on the property. She appreciates the first building being an office use because it could potentially bring in more pedestrians.

Motion by Mr. DeWeese
Seconded by Mr. Williams to approve the Preliminary Site Plan and SLUP for 2200 Holland subject to the following conditions:
1. The applicant obtains a ruling by the building official or a variance from the Board of Zoning Appeals for the placement of the building off of the frontage line;
2. The applicant will be required to provide 70% glazing on the first floor or obtain a variance from the Board of Zoning Appeals;
3. Eliminate the parking between the building and the frontage line or obtain a variance from the Board of Zoning Appeals; and
4. The applicant add nine additional canopy trees to the parking lot interior and
provides the dimension of the landscaped area at Final Site Plan Review or obtain a variance from the Board of Zoning Appeals.

There were no comments from the public at 8:19 p.m.

Motion carried, 6-0.

ROLLCALL VOTE
Yeas: DeWeese, Williams, Clein, Jeffares, Koseck, Whipple-Boyce
Nays: None
Absent: Lazar

CITY OF BIRMINGHAM
REGULAR MEETING OF THE PLANNING BOARD
WEDNESDAY, OCTOBER 22, 2014
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Planning Board held October 22, 2014. Chairman Scott Clein convened the meeting at 7:30 p.m.

Present: Chairman Scott Clein; Board Members Bert Koseck, Gillian Lazar, Janelle Whipple-Boyce, Bryan Williams; Student Representative Shelby Wilson

Absent: Board Members Carroll DeWeese, Robin Boyle; Student Representative Jack Moore

Administration: Matthew Baka, Senior Planner
Brendan Cousino, Asst. City Engineer
Jana Ecker, Planning Director
Paul O'Meara, City Engineer
Carole Salutes, Recording Secretary

10-162-14

SPECIAL LAND USE PERMIT ("SLUP")
PRELIMINARY SITE PLAN REVIEW
2200 Holland St.
Mercedes-Benz of Bloomfield Hills Prep and Storage Facility
New construction of a one-story building 16,400 sq. ft. in size for the cleaning, detailing, light repair and storage of vehicles (postponed from September 10 2014 - request by applicant to postpone to October 22, 2014)

Mr. Baka advised the subject property located at 2200 Holland St. currently contains five warehouse structures. The applicant proposes to demolish all of the existing buildings and construct a single warehouse building that will be 16,400 sq. ft. and will be used as the auto prep and storage facility for the Mercedes-Benz of Bloomfield Hills dealership.

The proposed building will have the capacity to store 100 cars. All uses over 6,000 sq. ft. in the MX District are required to obtain a SLUP. Accordingly, the Planning Board will perform the Preliminary and Final Site Plan Reviews for the project and then make a recommendation to the City Commission on whether or not to approve the proposal for a SLUP.

The applicant appeared before the Planning Board on September 10, 2014. The night of the meeting the applicant presented an alternate plan that incorporated one of the existing buildings into the redevelopment plan. Due to the significant changes made to the proposal, the Preliminary Site Plan Review was postponed so that the Planning Dept. could perform a full review of the new plan and to allow the applicant to incorporate the comments provided by the Planning Board. Since that time there has been a change in the architect. The Plan that was resubmitted closely resembles the original submittal. However, several of the comments of the Planning Board were incorporated, including the following;

1. The building was shifted to the south to allow for the future possibility of extending Holland St. as recommended in the Eton Road Corridor Plan ("ERCP");
2. The on-site parking was increased to meet the Zoning Ordinance requirements;
3. The retention area in the southeast corner of the site was replaced with trees and landscaping; and
4. Signage was added to the east and west facades to identify the building as a Mercedes Benz facility.

The proposed building appears to meets the setback and height restrictions of the MX Zone with the exception of the following: Article 04 section 4.76 SS-08 A(1) states that *Front building facades at the first story shall be located at the frontage line.* ***Accordingly, the applicant will be required to obtain a variance from the Board of Zoning Appeals ("BZA") for the placement of the building off of the frontage line.***

The plans submitted by the applicant indicate the proposed parking area will be 57,970 sq. ft. in size. Accordingly, the applicant is required to provide 2,898 sq. ft. of landscaping. The plans indicate that 2,940 sq. ft. of landscaping will be provided. However, the majority of the landscaping is clustered in the southeast corner of the parcel outside of the parking area which does not count toward the interior landscaping requirement. **Therefore, the applicant will be required to add additional landscaping in the parking lot that meets Article 4, section 4.20 LA-01 (F) or obtain a variance from the BZA.**

Design Review

A detailed design review will be done at Final Site Plan Review.

This parcel is subject to the window requirements of Article 04 section 4.83 WN-01, which requires 70% glazing on any façade that faces a street, plaza, park or parking area. The plans as submitted do not meet this requirement. ***The applicant will be required to provide 70% glazing on the first floor or obtain a variance from the Board of Zoning Appeals.***

Mr. Williams received confirmation that the proposed extension of Holland St. would cover not just the subject property but also the adjacent property to the north. The City has no easement rights to extend Holland St. However, it is possible now with the new configuration that Holland St. can be extended. Mr. Williams noted the glazing and landscaping requirements interact with access to the public and this site doesn't have that. So, he is not troubled by these requirements.

Mr. Koseck did not think this project meets the test for a SLUP.

Mr. Chuck Gesquire, the applicant, spoke about their vision for the use of the site, and how he believes it fits with the intent of the ordinance and the intent of the Eton Rd. Corridor Plan ("ERCP"). Car hauler traffic into the lot would occur predominantly during the last ten days of the month, about four loads per week. They have tried to group the trees elsewhere on the property rather than in the lot, so tree sap will not drop on the cars that are stored outside. The large expanse of pavement is needed to provide turning movement for the trucks.

Mr. Gesquire went on to explain they presently have a similar facility in Troy, but plan to abandon it. He introduced his new architect, Mr. Gary Kwapis.

Ms. Whipple-Boyce observed this is a permitted use in the MX District. It conforms with the vision statement for the ERCP. They are offering a new building and the opportunity to make the site much better than it could be. Further, by removing the small building they have permitted an extension of Holland St. that doesn't exist presently. Maybe the board can work with them to make some site improvements.

Ms. Lazar was concerned with the disturbance to residential neighborhoods that large car haulers traveling down Eton would cause. Chairman Clein agreed with Ms. Whipple-Boyce that the proposal could be made better. He thought they do something inexpensive to the building to make it unique and original. He was very concerned about the truck delivery. Mr. Gesquire explained truck deliveries would occur in the early morning.

Mr. Williams agreed the board can focus on the building, but he thinks the land usage is a significant improvement. It was determined that the motions regarding the SLUP and the Preliminary Site Plan Approval should be separate.

Motion by Ms. Whipple-Boyce
Seconded by Mr. Williams to recommend approval to the City Commission of the SLUP for 2200 Holland St., Mercedes-Benz of Bloomfield Hills Prep and Storage Facility.

There were no comments on the motion from members of the public at 9:05 p.m.

Motion failed, 3-2.

ROLCALL VOTE
Yeas: Whipple-Boyce, Williams, Clein
Nays: Koseck, Lazar
Absent: DeWeese, Boyle

Mr. Koseck suggested the applicant take the future Master Plan and show how this project would adapt. Mr. Gesquire noted what a big step it would be to clean up that area. He hoped to get some help and improve the whole corridor.

Ms. Lazar commented she sees the project as being too passive for the location and the board is looking for something that has some life and movement. Further, she objected to the traffic issue and the amount of surface parking, but not to the building. Mr. Williams observed that the City maintained property on the north side of the project is a disaster.

Ms. Whipple-Boyce thought if the applicant references the ERCP it might shed some light on some of the board's reservations. Also, it would help if they take some time to work with planning staff. Chairman Clein concluded that there have been constructive concerns related to the site plan, and how it might relate more to the Corridor Plan and future vision of that plan. Mr. Williams noted the board can't control the use if it meets the ordinance, but as a matter of SLUP approval they could simply prohibit the delivery trucks to this site to keep them off of Eton. Further, maybe there is a way to bring people to the site and make it a little more interactive and customer friendly. Therefore, the building design might change somewhat.

Ms. Ecker noted the City has purchased land in order to implement a linear park nearby at some point in the future.

Motion by Mr. Williams
Seconded by Mr. Koseck to postpone consideration of the SLUP and Preliminary Site Plan Review hearing for 2200 Holland St., Mercedes-Benz of Bloomfield Hills Prep and Storage Facility, to December 10, 2014.

There were no final comments from the public at 9:40 p.m.

Motion carried, 5-0.

VOICE VOTE
Yeas: Williams, Koseck, Clein, Lazar, Whipple-Boyce
Nays: None
Absent: DeWeese

CITY OF BIRMINGHAM
REGULAR MEETING OF THE PLANNING BOARD
WEDNESDAY, SEPTEMBER 10, 2014
City Commission Room
151 Martin Street, Birmingham, Michigan

Minutes of the regular meeting of the City of Birmingham Planning Board held September 10, 2014. Chairman Robin Boyle convened the meeting at 7:30 p.m.

Present: Chairman Robin Boyle; Board Members Scott Clein, Carroll DeWeese, Bert Koseck, Gillian Lazar, Janelle Whipple-Boyce, Bryan Williams; Student Representative Jack Moore

Absent: Student Representative Shelby Wilson

Administration: Matt Baka, Senior Planner
Jana Ecker, Planning Director
Carole Salutes, Recording Secretary

09-134-14

SPECIAL LAND USE PERMIT ("SLUP")
PRELIMINARY SITE PLAN REVIEW
2200 Holland St.
Mercedes-Benz of Bloomfield Hills Prep and Storage Facility
New construction of one-story building 16,400 sq. ft. in size for the cleaning, detailing, light repair and storage of vehicles

Mr. Baka advised the subject property currently contains five warehouse structures of various sizes. The applicant proposes to demolish all of the existing buildings and construct a single warehouse building that will be 16,400 sq. ft. and will be used as the auto prep and storage facility for the Mercedes-Benz of Bloomfield Hills dealership.

The facility will be used to store and prepare cars for sale. The proposed building will have the capacity to store 100 cars. All buildings over 6,000 sq. ft. in the MX District are required to obtain a SLUP. Accordingly, the Planning Board will perform the Preliminary and Final Site Plan Reviews for the project and then make a recommendation to the City Commission on whether or not to approve the proposal for a SLUP.

Mr. Baka advised that the proposed building appears to meet the setback and height restrictions of the MX
Zone with the exception of the following: Article 04 section 4.76 SS-08 A(1) states that

Front building facades at the first story shall be located at the frontage line. ***Accordingly, the applicant will be required to obtain a variance from the Board of Zoning Appeals ("BZA") for the placement of the building off of the frontage line.***

The applicant will be required to provide the required 33 total parking spaces or obtain a variance from the BZA.

The applicant has proposed to have a 9 ft. x 75 ft. loading area on the north face of the building. Article 04 section 4.24 C requires that loading spaces must be 12 ft. x 40 ft. ***Accordingly, the applicant will be required to expand the width of the loading space to 12 ft. or obtain a variance from the BZA.***

A detailed design review will be done at Final Site Plan Review. At this time the applicant has provided elevation drawings that show the following materials:

• Metal paneling on the east elevation of the building. Masonry veneer on the west elevation.
• Along the bottom of the building they will use Light Grey masonry veneer.
• The top of the building will be brick tone masonry veneer.
• The south and north elevation will be predominately metal paneling.
• On both elevations there will be one side of the wall that will be made of brick tone masonry veneer. The top section of both of these elevations will be translucent panels and the roof will be corrugated metal.

Revised site plans were circulated by the applicant this evening.

In response to Mr. DeWeese, Mr. Baka confirmed that Holland dead ends right at the start of this property. The 1996 Eton Rd. Corridor Plan ("ERCP") shows a conceptual road going through that area. Mr. DeWeese thought it may be in everyone's self-interest to set the building further south because it would be slightly in the way if the road were extended in the future.

At Mr. Koseck's request, Mr. Baka read from the ordinance the intent of the MX District. Ms. Ecker read the requirements that must be shown for a SLUP. Mr. Koseck observed this site is right across the tracks from the train station and it is the first thing commuters will see as they enter Birmingham.

Mr. Peter Stuyer from Designhaus Architects represented the owner of Bloomfield Hills Mercedes Benz, Mr. Charles Gesquire, who is redeveloping the site. Their plans were revised because investigation revealed the site would work fine without having to tear down the existing one-story office building that is on the property. He thought the proposed building should be considered as having a 100 year potential for other uses.

It cleans up the site and improves the storm water situation in the area. They have no problem with pushing the building south "a tad bit" to make sure that Holland could extend straight ahead.

In response to Chairman Boyle, Mr. Stuyer said they are still looking at the calculations for the storm water retention area at the southern end of the property. He estimated the property would contain 25% grass and nothing very fancy in terms of landscaping - a very clean site.

Ms. Lazar received clarification that customers will not be visiting the site. Mr. Clein was concerned about whether the storm water retention pond would actually work. Mr. Stuyer said his intention is to use the entire site to engineer the storm water. He will need to further investigate the property. Asphalt paving will surround the building so that cars can get in an out of the building's multiple doors.

Ms. Ecker advised that landscaping will be required because the parking lot is over 7,500 sq. ft. They need to submit a landscaping plan for the area that covers not just the required landscape for the parking area, but also their proposed treatment for the retention pond. Further, what is seen from the street needs to be included. Ms. Whipple-Boyce added the fence proposal will not work.

Mr. Gesquire introduced himself and listed the dealerships that he owns. They rank among the top ten dealerships in the mid-west. Additionally they are good citizens.

Mr. Koseck said in his opinion this is a special district with a lot of good things happening. However, there are a lot of things in the ERCP that this building does not do. He doesn't see how it complies with the ordinance relative to this District. It is a single-use building that brings in cars and perhaps trucks but very few people. He can't visualize other uses happening in the future and would not support anything of this size. It comes down to why buildings in the MX District were limited to 6,000 sq. ft.

Mr. Clein shared a lot of those concerns. The applicant should ask himself what he can do to augment the design to make it fit other portions of the ordinance when the individual use itself does not. There are many more details that need to be hammered out. The applicant needs to take a look at what the intent of that district is and determine how they can get as close to it with other things as possible.

Mr. Williams said the board should recognize that Holland is different than every other street in the area. It is a lot uglier. Secondly, he doesn't share the concern about access to the trains. He recommended that board members walk the site. Ms. Whipple-Boyce agreed. She doesn't see anything but an operation like this moving into that space. Also, she thought this review should be postponed because it is very difficult for board members to get new information the night of a hearing and be expected to make any sort of decision.

Chairman Boyle thought the intent of the ERCP was to create an interesting space at the back end of the City. The board would very much like to see this as an opportunity to better connect this end of the Eton Rd. Corridor, which means setting the building in a location that would allow Holland to go all the way through. Secondly, the ERCP talked about getting some pedestrian access or even a bike path down the eastern site. That could be included as part of the retention area. Also, as people are crossing over the railroad bridge it would be great for them to see a nice Mercedes Benz sign and even a car. So, his suggestion is to give the site some color, some shine, and a little bit of advertising. That would bring their story to the back end of Birmingham. Mr. Koseck agreed that the building should reflect their brand.

There were no comments from members of the public at 8:30 p.m.

Motion by Mr. DeWeese
Seconded by Ms. Whipple-Boyce to postpone the SLUP and Preliminary Site Plan Review for 2200 Holland St., Mercedes-Benz of Bloomfield Hills Prep and Storage Facility, to the October 8 Planning Board meeting.

Chairman Boyle noted that context is important, so the plans should include surrounding buildings and what happens, along with the passageways.

There were no comments on the motion from the public.

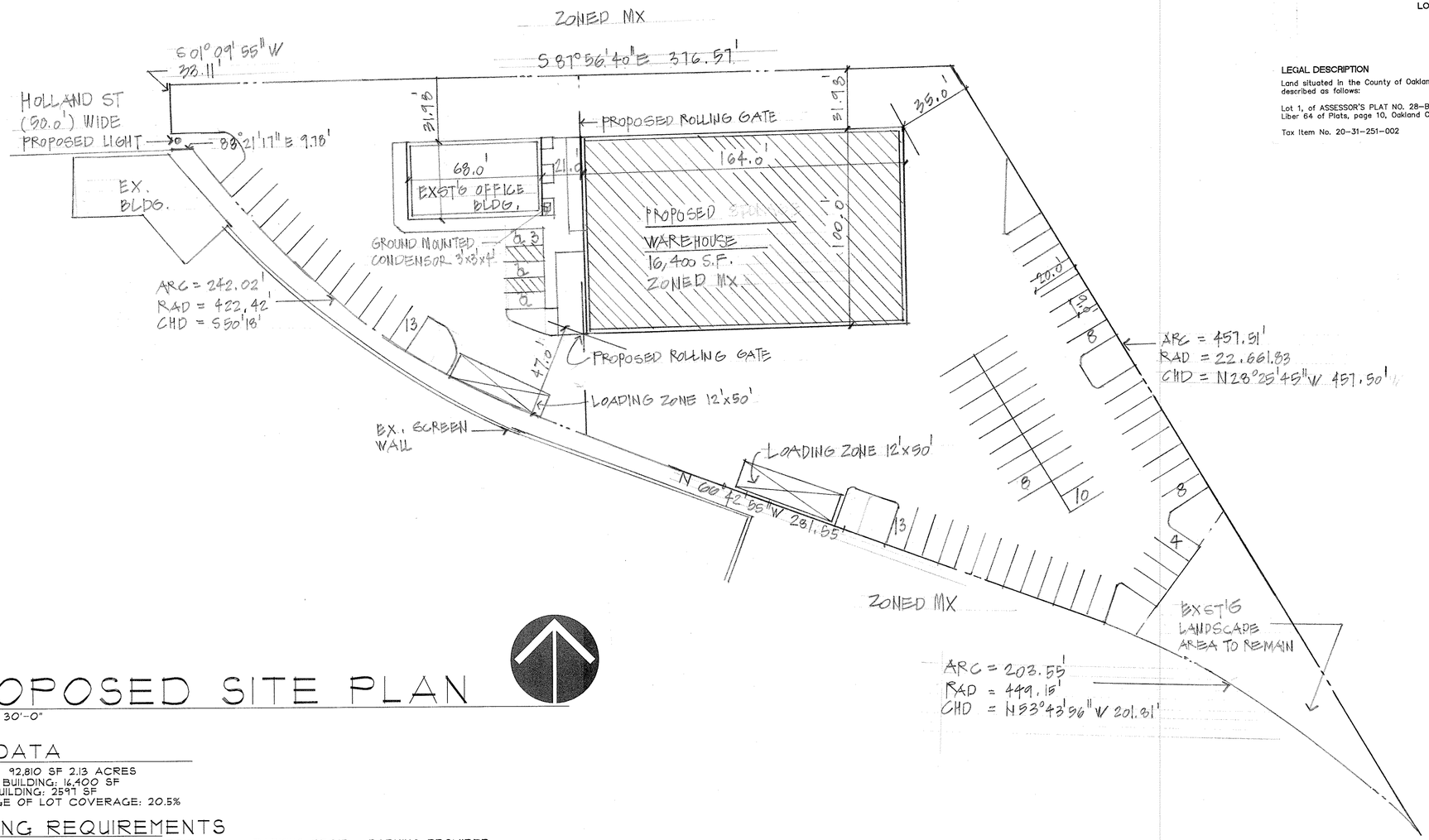
Motion carried, 7-0.

ROLLCALL VOTE
Yeas: DeWeese, Whipple-Boyce, Boyle, Clein, Koseck, Lazar, Williams
Nays: None
Absent: None

City of Birmingham

A Walkable Community

City of Birmingham



PROPOSED SITE PLAN

SCALE: 1" = 30'-0"

SITE DATA

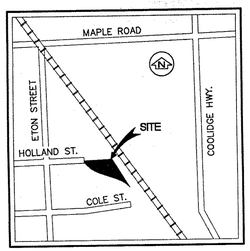
LOT AREA: 92,810 SF 2.13 ACRES
PROPOSED BUILDING: 16,400 SF
EXISTING BUILDING: 2597 SF
PERCENTAGE OF LOT COVERAGE: 20.5%

PARKING REQUIREMENTS

AREA OF BUILDING	PARKING REQ'D PER ORDINANCE	PARKING REQ'D	PARKING PROVIDED
16,400 SF	1/500 SF PER SPACE	33 SPACES	67 SPACES
2,584 SF OFFICE	1/300 SF PER SPACE	9 SPACES	

LANDSCAPING REQUIREMNETS

AREA OF PARKING LOT: 53,370 SF
AREA REQ'D FOR LANDSCAPING 5%: 2,660 SF
LANDSCAPING AREA: 3,450 S.F.
REQ'D CANOPY TREES 1 PER 150 SF OF REQ'D LANDSCAPING: 18 TREES REQ'D



LOCATION MAP

LEGAL DESCRIPTION

Land situated in the County of Oakland, City of Birmingham, State of Michigan, is described as follows:

Lot 1, of ASSESSOR'S PLAT NO. 28-B, according to the plat thereof as recorded in Liber 64 of Plats, page 10, Oakland County Records.

Tax Item No. 20-31-251-002

HEINS & KWAPIS ARCHITECTS P.C.

126 E. THIRD STREET
ROCHESTER, MICHIGAN
48307
PH: 248-651-6766
FAX: 248-651-8969
heinsandkwapis@aboglobal.net

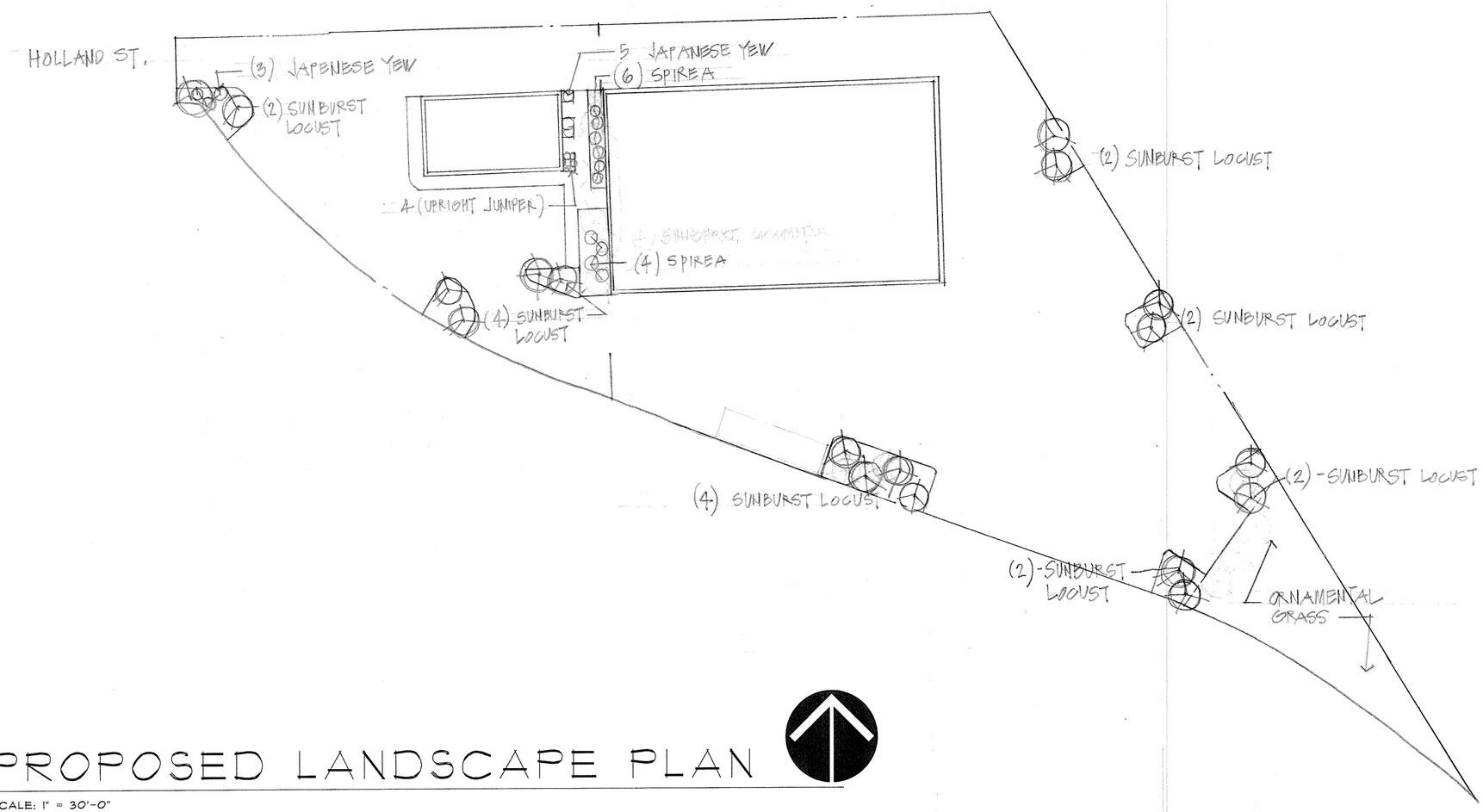
PROPOSED VECHICAL STORAGE BUILDING
2200 HOLLAND ST. BIRMINGHAM, MI
FOR: MERCEDES BENZ OF BLOOMFIELD

REVISION: 3-2-15 1-21-15
DRAWN BY:
CHECKED BY:
DATE: 11-26-14

SEAL

SHEET NO.
1S OF 1

JOB NUMBER
14-071-C



PROPOSED LANDSCAPE PLAN

SCALE: 1" = 30'-0"

LANDSCAPE MATERIALS

18 SUNBURST LOCUST	3" CALIPER
10 SNOW WHITE SPIREA	24"-30" HGT.
8 JAPENSES YEWS	30" HGT.
4 UPRIGHT JUNIPER	24"- 36" HGT.

HEINS & KWAPIS ARCHITECTS P.C.
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ROCHESTER, MICHIGAN
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heinsandkwapis@aboglobal.net

PROPOSED VECHICAL
STORAGE BUILDING
2200 HOLLAND ST. BIRMINGHAM, MI
FOR: MERCEDES BENZ
OF BLOOMFIELD

REVISION 3-2-15 2-6-15 1-21-15

DRAWN BY:

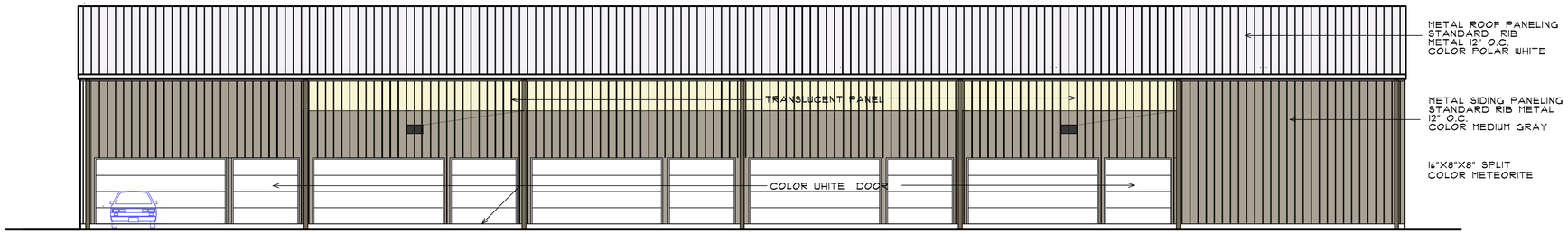
CHECKED BY:

DATE: 11-26-14

SEAL

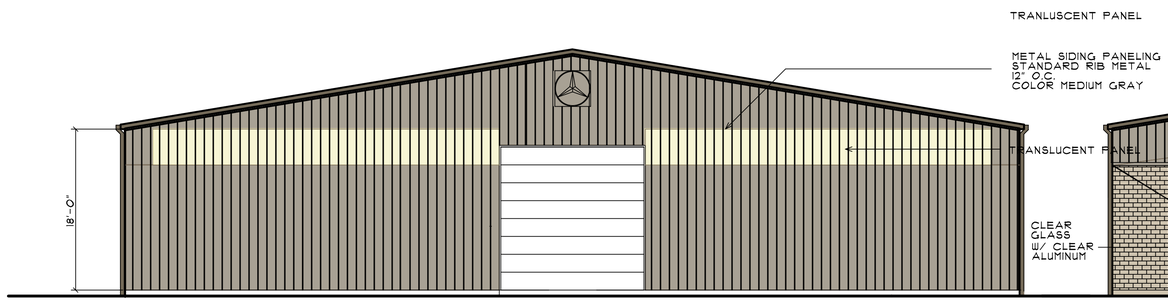
SHEET NO.
1L OF 1

JOB NUMBER
14-071-C



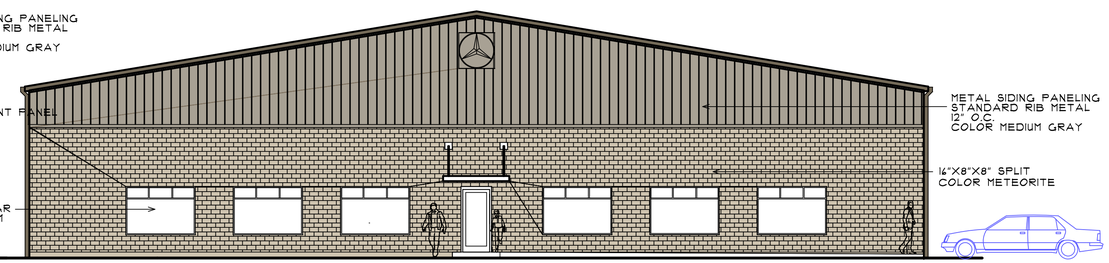
NORTH ELEVATION

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



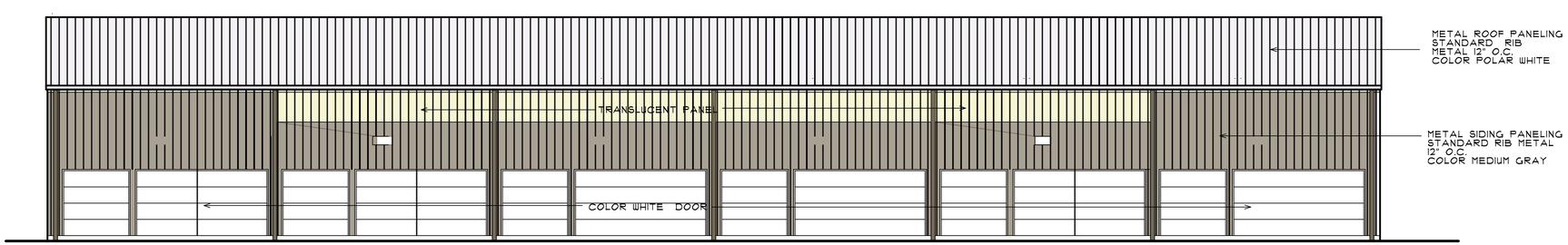
EAST ELEVATION

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



WEST ELEVATION

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



SOUTH ELEVAITON

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

HEINS & KWAPIS
ARCHITECTS P.C.

126 E. THIRD STREET
ROCHESTER, MICHIGAN
48307
PH: 248-651-6786
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heinsandkwapis@sbcglobal.net

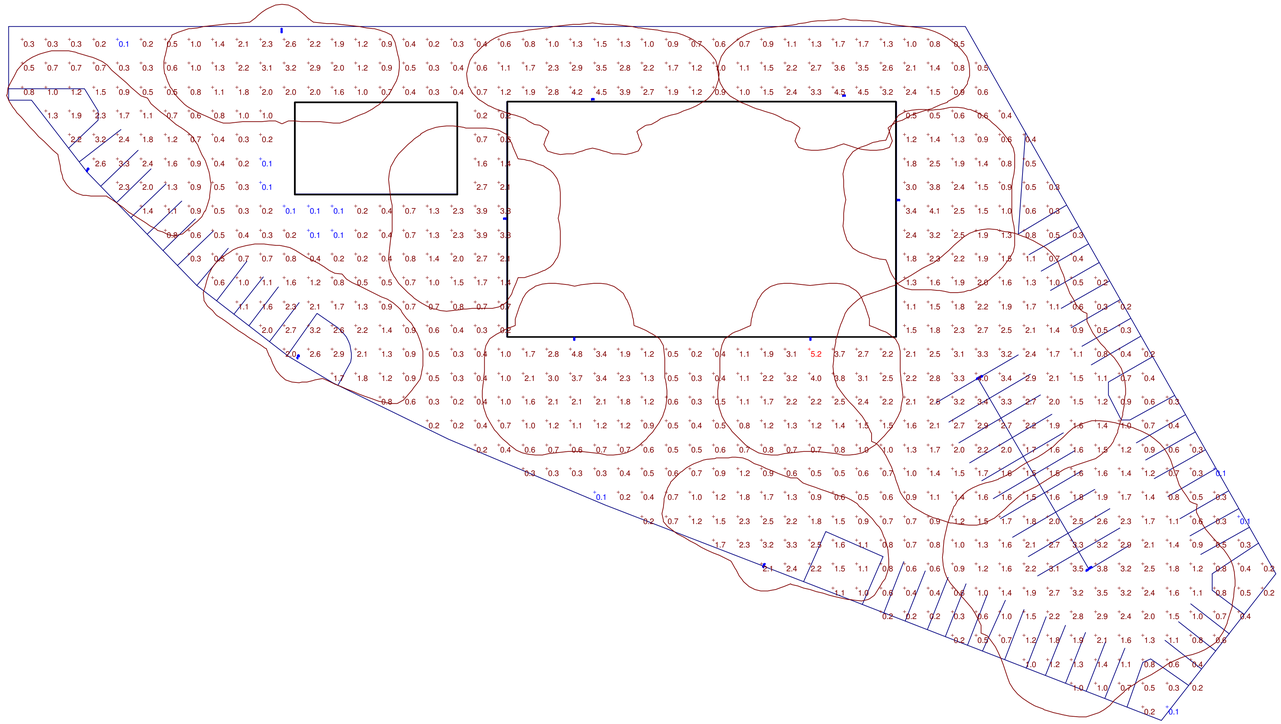
PROPOSED VECHICAL
STORAGE BUILDING
2200 HOLLAND ST. BIRMINGHAM, MI
FOR: MERCEDES BENZ
OF BLOOMFIELD

REVISION: 11-26-14
DRAWN BY:
CHECKED BY:
DATE: 10-13-14

SEAL

SHEET NO.
2 OF 3

JOB NUMBER
14-071-C



Plan View
Scale 1" = 30'

LUMINAIRE SCHEDULE

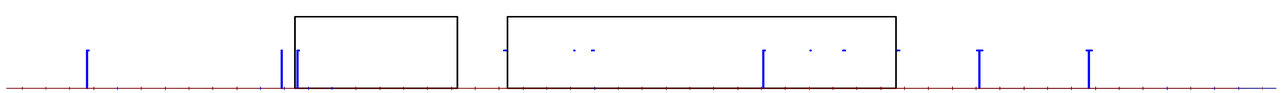
Symbol	Label	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
	A	2	DSX0 LED 40C 700 50K T5W MVOLT	DSX0 LED WITH (2) 20 LED LIGHT ENGINE, TYPE T5W OPTIC, 5000K, @ 700mA	LED	DSX0_LED_40C_700_50K_T5W_MVOLT.ies	Absolute	0.90	182
	B	4	DSX0 LED 40C 700 50K T3M MVOLT HS	DSX0 LED WITH (2) 20 LED LIGHT ENGINE, TYPE T3M OPTIC, 5000K, @ 700mA WITH HOUSE SIDE SHIELD	LED	DSX0_LED_40C_700_50K_T3M_MVOLT_HS.ies	Absolute	0.90	91
	C	2	DSXW2 LED 30C 1000 50K T2M MVOLT	DSXW2 LED WITH 3 LIGHT ENGINES, 30 LED's, 1000mA DRIVER, 5000K LED, TYPE 2 MEDIUM OPTIC	LED	DSXW2_LED_30C_1000_50K_T2M_MVOLT.ies	Absolute	0.90	109
	D	4	DSXW2 LED 30C 1000 50K TFTM MVOLT	DSXW2 LED WITH 3 LIGHT ENGINES, 30 LED's, 1000mA DRIVER, 5000K LED, TYPE FORWARD THROW MEDIUM OPTIC	LED	DSXW2_LED_30C_1000_50K_TFTM_MVOLT.ies	Absolute	0.90	109

STATISTICS

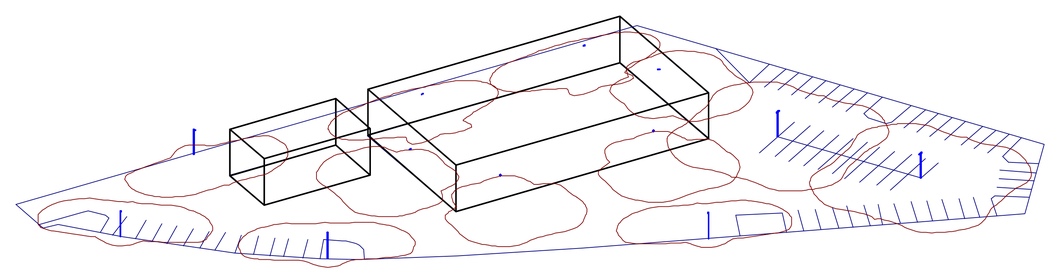
Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1	+	1.4 fc	5.2 fc	0.1 fc	52.0:1	14.0:1

LUMINAIRE LOCATIONS

No.	Label	Location X	Location Y	Location Z	MH	Orientation	Tilt	Aim X	Aim Y	Aim Z
1	A	376.1	158.9	16.0	16.0	59.3	0.0			
2	A	422.0	78.6	16.0	16.0	59.3	0.0			
3	B	1.8	245.5	16.0	16.0	39.9	0.0	2.5	246.3	0.0
4	C	214.0	275.4	16.0	16.0	0.0	0.0	214.0	275.4	0.0
5	C	319.3	277.0	16.0	16.0	0.0	0.0	319.3	277.0	0.0
6	D	342.3	233.3	16.0	16.0	90.0	0.0	342.3	233.3	0.0
7	D	305.2	175.1	16.0	16.0	180.0	0.0	305.2	175.1	0.0
8	D	206.4	175.0	16.0	16.0	180.0	0.0	206.4	175.0	0.0
9	D	177.2	225.5	16.0	16.0	270.0	0.0	177.2	225.5	0.0
10	B	285.6	79.5	16.0	16.0	21.0	0.0	285.9	80.4	0.0
11	B	90.2	167.1	16.0	16.0	28.1	0.0	90.7	168.0	0.0
12	B	83.6	305.0	16.0	16.0	180.0	0.0	83.6	304.0	0.0



South Elevation
Scale 1" = 30'



Southwest View
Not to Scale

D-Series Size 0
LED Area Luminaire

Catalog Number

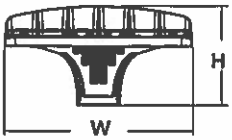
Notes

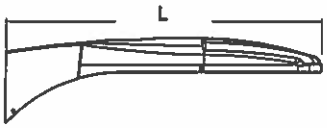
Type

Hit the tab key or mouse over the page to see all interactive elements

Specifications

EPA:	0.8 ft² (.07 m²)
Length:	26" (66.0 cm)
Width:	13" (33.0 cm)
Height:	7" (17.8 cm)
Weight (max):	16 lbs (7.25 kg)





Introduction

The modern styling of the D-Series is striking yet unobtrusive - making a bold, progressive statement even as it blends seamlessly with its environment.

The D-Series distills the benefits of the latest in LED technology into a high performance, high efficacy, long-life luminaire. The outstanding photometric performance results in sites with excellent uniformity, greater pole spacing and lower power density. It is ideal for replacing up to 400W metal halide with typical energy savings of 65% and expected service life of over 100,000 hours.

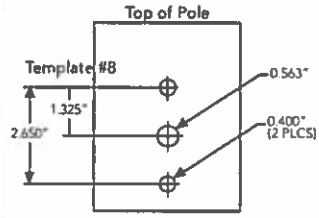
Ordering Information

EXAMPLE: DSX0 LED 40C 1000 40K T3M MVOLT SPA DDBXD

DSX0 LED

Series	LEDs	Drive current	Color temperature	Distribution	Voltage	Mounting	Control options	Other options	Finish (required)
DSX0 LED	**Forward optics** 20C 20 LEDs (one engine) 40C 40 LEDs (two engines) **Rotated optics**[1] 30C 30 LEDs (one engine)	530 530 mA 700 700 mA 1000 1000 mA (1 A)[2]	30K 3000 K (80 CRI min.) 40K 4000 K (70 CRI min.) 50K 5000 K (70 CRI) AMBPC Amber phosphor converted[3]	T1S Type I short T2S Type II short T2M Type II medium T3S Type III short T3M Type III medium T4M Type IV medium TFTM Forward throw medium T5VS Type V very short T5S Type V short T5M Type V medium T5W Type V wide	MVOLT[4] 120[4] 208[4] 240[4] 277[4] 347[5] 480[5]	**Shipped included** SPA Square pole mounting RPA Round pole mounting WBA Wall bracket SPUMBA Square pole universal mounting adaptor[6] RPUMBA Round pole universal mounting adaptor[6] **Shipped separately**[7] KMA8 DDBXD U Mast arm mounting bracket adaptor (specify finish)	**Shipped installed** PER NEMA twist-lock receptacle only (no controls)[8] DMG 0-10V dimming driver (no controls)[9] DCR Dimmable and controllable via ROAM® (no controls)[10] PIR Motion sensor, 8-15' mounting height[11] PIRH Motion sensor, 15-30' mounting height[11] BL30 Bi-level switched dimming, 30%[12] BL50 Bi-level switched dimming, 50%[12]	**Shipped installed** HS House-side shield[13] SF Single fuse (120, 277, 347V)[14] DF Double fuse (208, 240, 480V)[14] L90 Left rotated optics[15] R90 Right rotated optics[15] DDL Diffused drop lens[13]	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white

Drilling



DSX0 shares a unique drilling pattern with the AERIS™ family. Specify this drilling pattern when specifying poles, per the table below.

DM19AS	Single unit	DM29AS	2 at 90° *
DM28AS	2 at 180°	DM39AS	3 at 90° *
DM49AS	4 at 90° *	DM32AS	3 at 120° **

Example: SSA 20 4C DM19AS DDBXD

Visit Lithonia Lighting's POLES CENTRAL to see our wide selection of poles, accessories and educational tools.

*Round pole top must be 3.25" O.D. maximum.

**For round pole mounting (RPA) only.

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V)[16]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V)[16]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V)[16]
SC U	Shorting cap[16]
DSX0HS 20C U	House-side shield for 20 LED unit[13]
DSX0HS 30C U	House-side shield for 30 LED unit[13]
DSX0HS 40C U	House-side shield for 40 LED unit[13]
DSX0DDL U	Diffused drop lens (polycarbonate)[13]
PUMBA DDBXD U*	Square and round pole universal mounting bracket adaptor (specify finish)
KMA8 DDBXD U	Mast arm mounting bracket adaptor (specify finish)[7]

For more control options, visit DTL and ROAM online.

Tenon Mounting Slipfitter**

Tenon O.D.	Single Unit	2 at 180°	2 at 90°	3 at 120°	3 at 90°	4 at 90°
2-3/8"	AST20-190	AST20-280	AST20-290	AST20-320	AST20-390	AST20-490
2-7/8"	AST25-190	AST25-280	AST25-290	AST25-320	AST25-390	AST25-490
4"	AST35-190	AST35-280	AST35-290	AST35-320	AST35-390	AST35-490

NOTES

1. 30 LEDs (30C option) and rotated options (L90 or R90) only available together.
2. 1000mA is not available with AMBPC.
3. AMBPC only available with 530mA or 700mA.
4. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options).
5. Not available with single-board, 530 mA product (20C 530 or 30C 530). Not available with DCR, BL30, or BL50.
6. Available as a separate combination accessory: PUMBA (finish) U.
7. Must be ordered as a separate accessory; see Accessories information. For use with 2-3/8" mast arm (not included).
8. Photocell ordered and shipped as a separate line item from Acuity Brands Controls. See accessories.
9. DMG option for 347v or 480v requires 1000mA.
10. Specifies a ROAM® enabled luminaire with 0-10V dimming capability; PER option required. Not available with 347 or 480V. Additional hardware and services required for ROAM® deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net. N/A BL30, BL50, PIR, or PIRH.
11. PIR specifies the SensorSwitch SBGR 10-ODP control; PIRH specifies the SensorSwitch SBGR-4-ODP control; see Motion Sensor Guide for details. Dimming driver standard. Not available with DCR.
12. Requires an additional switched circuit. Dimming driver standard. MVOLT only. Not available with DCR.
13. Also available as a separate accessory; see Accessories information. HS and DDL are not available together.
14. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
15. Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item from Acuity Brands Controls.

LITHONIA LIGHTING.
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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/-10%. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	30K (3000 K, 85 CRI)					40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
20C (20 LEDs)	530 mA	35W	T1S	2,904	1	0	1	83	3,655	1	0	1	104	3,941	1	0	1	113
			T2M	2,902	1	0	1	83	3,652	1	0	1	104	3,937	1	0	1	112
			T2S	2,959	1	0	1	85	3,723	1	0	1	106	4,014	1	0	1	115
			T3M	2,952	1	0	1	84	3,715	1	0	1	106	4,005	1	0	1	114
			T3S	2,923	1	0	1	84	3,679	1	0	1	105	3,966	1	0	1	113
			T4M	2,937	1	0	1	84	3,696	1	0	1	106	3,984	1	0	1	114
			T5M	3,037	2	0	1	87	3,823	2	0	1	109	4,121	3	0	1	118
			T5S	3,074	2	0	0	88	3,869	2	0	0	111	4,171	2	0	0	119
			T5VS	3,028	2	0	0	87	3,811	2	0	0	109	4,109	2	0	0	117
			T5W	3,044	2	0	1	87	3,831	3	0	1	109	4,130	3	0	1	118
			TFTM	2,903	1	0	1	83	3,653	1	0	1	104	3,939	1	0	2	113
	700 mA	45 W	T1S	3,599	1	0	1	80	4,524	1	0	1	101	4,902	1	0	1	109
			T2M	3,596	1	0	1	80	4,520	1	0	1	100	4,898	1	0	1	109
			T2S	3,667	1	0	1	81	4,608	1	0	1	102	4,994	1	0	1	111
			T3M	3,658	1	0	1	81	4,598	1	0	1	102	4,983	1	0	2	111
			T3S	3,623	1	0	1	81	4,554	1	0	1	101	4,935	1	0	1	110
			T4M	3,639	1	0	1	81	4,574	1	0	2	102	4,957	1	0	2	110
			T5M	3,764	2	0	1	84	4,731	3	0	1	105	5,127	3	0	1	114
			T5S	3,810	2	0	0	85	4,788	2	0	0	106	5,189	2	0	0	115
			T5VS	3,753	2	0	0	83	4,717	2	0	0	105	5,112	2	0	0	114
			T5W	3,772	3	0	1	84	4,741	3	0	1	105	5,138	3	0	1	114
			TFTM	3,598	1	0	1	80	4,522	1	0	2	100	4,900	1	0	2	109
	1000 mA	72 W	T1S	4,654	1	0	1	65	6,206	2	0	2	86	6,640	2	0	2	92
			T2M	4,650	1	0	1	65	6,200	2	0	2	86	6,634	2	0	2	92
			T2S	4,741	1	0	1	66	6,322	2	0	2	88	6,764	2	0	2	94
			T3M	4,730	1	0	2	66	6,307	2	0	2	88	6,749	2	0	2	94
			T3S	4,685	1	0	1	65	6,246	1	0	2	87	6,684	2	0	2	93
			T4M	4,706	1	0	2	65	6,275	1	0	2	87	6,714	2	0	2	93
			T5M	4,868	3	0	1	68	6,490	3	0	1	90	6,945	3	0	1	96
			T5S	4,926	2	0	0	68	6,568	2	0	0	91	7,028	2	0	0	98
			T5VS	4,853	2	0	0	67	6,471	2	0	0	90	6,924	3	0	0	96
			T5W	4,878	3	0	1	68	6,504	3	0	2	90	6,959	3	0	2	97
			TFTM	4,652	1	0	2	65	6,203	1	0	2	86	6,637	1	0	2	92
40C (40 LEDs)	530 mA	68W	T1S	5,579	1	0	1	82	7,019	2	0	2	103	7,565	2	0	2	111
			T2M	5,574	2	0	2	82	7,012	2	0	2	103	7,558	2	0	2	111
			T2S	5,683	1	0	1	84	7,150	2	0	2	105	7,706	2	0	2	113
			T3M	5,670	1	0	2	83	7,133	2	0	2	105	7,688	2	0	2	113
			T3S	5,615	1	0	2	83	7,065	2	0	2	104	7,614	2	0	2	112
			T4M	5,641	1	0	2	83	7,097	2	0	2	104	7,649	2	0	2	112
			T5M	5,835	3	0	1	86	7,340	3	0	1	108	7,912	3	0	2	116
			T5S	5,905	2	0	0	87	7,429	3	0	0	109	8,007	3	0	1	118
			T5VS	5,817	2	0	0	86	7,318	3	0	0	108	7,888	1	0	2	116
			T5W	5,847	3	0	1	86	7,355	3	0	2	108	7,928	3	0	2	117
			TFTM	5,576	1	0	2	82	7,015	1	0	2	103	7,561	2	0	2	111
	700 mA	91 W	T1S	7,074	2	0	2	78	8,930	2	0	2	98	9,619	2	0	2	106
			T2M	7,068	2	0	2	78	8,922	2	0	2	98	9,610	2	0	2	106
			T2S	7,207	2	0	2	79	9,097	2	0	2	100	9,798	2	0	2	108
			T3M	7,190	2	0	2	79	9,076	2	0	2	100	9,776	2	0	2	107
			T3S	7,121	2	0	2	78	8,988	2	0	2	99	9,682	2	0	2	106
			T4M	7,153	2	0	2	79	9,029	2	0	2	99	9,726	2	0	2	107
			T5M	7,399	3	0	2	81	9,339	3	0	2	103	10,060	3	0	2	111
			T5S	7,488	3	0	0	82	9,452	3	0	1	104	10,181	3	0	1	112
			T5VS	7,377	3	0	0	81	9,311	3	0	1	102	10,030	3	0	1	110
			T5W	7,414	3	0	2	81	9,359	4	0	2	103	10,080	4	0	2	111
			TFTM	7,071	1	0	2	78	8,926	2	0	3	98	9,614	2	0	3	106
	1000 mA	138W	T1S	9,557	2	0	2	69	12,020	2	0	2	87	12,957	3	0	3	94
			T2M	9,548	2	0	2	69	12,009	3	0	3	87	12,946	3	0	3	94
			T2S	9,735	2	0	2	71	12,245	3	0	3	89	13,199	3	0	3	96
			T3M	9,713	2	0	2	70	12,217	2	0	3	89	13,169	3	0	3	95
			T3S	9,619	2	0	2	70	12,099	2	0	2	88	13,042	2	0	2	95
			T4M	9,663	2	0	2	70	12,154	2	0	3	88	13,102	2	0	3	95
			T5M	9,995	3	0	2	72	12,571	4	0	2	91	13,552	4	0	2	98
			T5S	10,115	3	0	1	73	12,723	3	0	1	92	13,715	3	0	1	99
			T5VS	9,965	3	0	1	72	12,534	3	0	1	91	13,511	3	0	1	98
			T5W	10,015	4	0	2	73	12,597	4	0	2	91	13,579	4	0	2	98
			TFTM	9,552	2	0	3	69	12,015	2	0	3	87	12,951	1	0	2	94

Note: Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000 K lumen values and photometric files.

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Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.99

Electrical Load

Number of LEDs	Drive Current (mA)	System Watts	Current (A) 120	208	240	277	347	480
20C	530	35	0.34	0.22	0.21	0.20	--	--
	700	45	0.47	0.28	0.24	0.22	0.18	0.14
	1000	72	0.76	0.45	0.39	0.36	0.36	0.26
30C	530	52	0.51	0.31	0.28	0.25	--	--
	700	70	0.72	0.43	0.37	0.34	0.25	0.19
	1000	104	1.11	0.64	0.56	0.49	0.47	0.34
40C	530	68	0.71	0.41	0.36	0.33	0.25	0.19
	700	91	0.94	0.55	0.48	0.42	0.33	0.24
	1000	138	1.45	0.84	0.73	0.64	0.69	0.50

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the platforms noted in a 25°C ambient, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

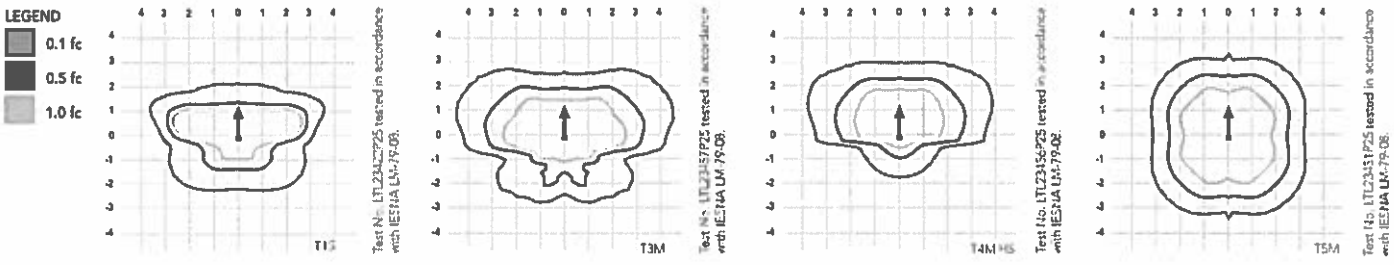
To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	DSX0 LED 20C 1000			
	1	0.97	0.94	0.90
	DSX0 LED 40C 1000			
	1	0.94	0.90	0.84
	DSX0 LED 40C 700			
	1	0.99	0.98	0.96

Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Area homepage.

Isofootcandle plots for the DSX0 LED 40C 1000 40K. Distances are in units of mounting height (20').



FEATURES & SPECIFICATIONS

INTENDED USE

The sleek design of the D-Series Size 0 reflects the embedded high performance LED technology. It is ideal for many commercial and municipal applications, such as parking lots, plazas, campuses, and streetscapes.

CONSTRUCTION

Single-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance and future light engine upgrades. The LED driver is mounted in direct contact with the casting to promote low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65). Low EPA (0.8 ft²) for optimized pole wind loading.

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in both textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses are engineered for superior area lighting distribution, uniformity, and pole spacing. Light engines are available in standard 4000 K (70 minimum CRI) or optional 3000 K (80 minimum CRI) or 5000 K (70 CRI) configurations. The D-Series Size 0 has zero uplight and qualifies as a Nighttime Friendly™ product, meaning it is consistent with the LEED® and Green Globes™ criteria for eliminating wasteful uplight.

ELECTRICAL

Light engine(s) configurations consist of high-efficacy LEDs mounted to metal-core circuit boards to maximize heat dissipation and promote long life (up to L96/100,000 hours at 25°C). Class 1 electronic drivers are designed to have a power factor >90%, THD <20%, and an expected life of 100,000 hours with <1% failure rate. Easily serviceable 10kV or 6kV surge protection device meets a minimum Category C Low operation (per ANSI/IEEE C62.41.2).

INSTALLATION

Included mounting block and integral arm facilitate quick and easy installation. Stainless steel bolts fasten the mounting block securely to poles and walls, enabling the D-Series Size 0 to withstand up to a 3.0 G vibration load rating per ANSI C136.31. The D-Series Size 0 utilizes the AERIS™ series pole drilling pattern. Optional terminal block, tool-less entry, and NEMA photocontrol receptacle are also available.

LISTINGS

UL Listed for wet locations. Light engines are IP66 rated; luminaire is IP65 rated. Rated for -40°C minimum ambient. U.S. Patent No. D672,492 S. International patent pending.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five-year limited warranty. Full warranty terms located at:
www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Note: Specifications subject to change without notice.

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d"series

D-Series Size 2
LED Wall Luminaire

Catalog Number

Notes

Type

Introduction

The D-Series Wall luminaire is a stylish, fully integrated LED solution for building-mount applications. It features a sleek, modern design and is carefully engineered to provide long-lasting, energy-efficient lighting with a variety of optical and control options for customized performance.

With an expected service life of over 20 years of nighttime use and up to 76% in energy savings over comparable 400W metal halide luminaires, the D-Series Wall is a reliable, low-maintenance lighting solution that produces sites that are exceptionally illuminated.

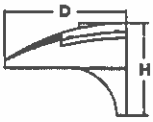
Specifications

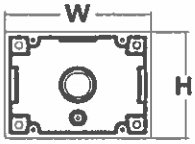
Luminaire

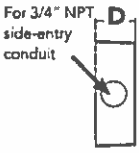
Width:	18-1/2" (47.0 cm)	**Weight:**	21 lbs (9.5 kg)
Depth:	10" (25.4 cm)		
Height:	7-5/8" (19.4 cm)		

Back Box (BBW)

Width:	5-1/2" (14.0 cm)	**BBW Weight:**	1 lbs (0.5 kg)
Depth:	1-1/2" (3.8 cm)		
Height:	4" (10.2 cm)		







Ordering Information

EXAMPLE: DSXW2 LED 30C 700 40K T3M MVOLT DDBTXD

DSXW2 LED

Series	LEDs	Drive Current	Color temperature	Distribution	Voltage	Mounting	Control Options	Other Options	Finish (required)
DSXW2 LED	20C 20 LEDs (two engines) 30C 30 LEDs (three engines)	350 350 mA 530 530 mA 700 700 mA 1000 1000 mA (1 A)	30K 3000 K 40K 4000 K 50K 5000 K AMBPC Amber phosphor converted	T2S Type II Short T2M Type II Medium T3S Type III Short T3M Type III Medium T4M Type IV Medium TFTM Forward Throw Medium ASYDF Asymmetric diffuse	MVOLT[1] 120[1] 208[1] 240[1] 277[1] 347[2] 480[2]	**Shipped included** (blank) Surface mounting bracket **Shipped separately[3]** BBW Surface-mounted back box (for conduit entry)	**Shipped installed** PE Photoelectric cell, button type[4] PER NEMA twist-lock receptacle only (no controls) DMG 0-10V dimming driver (no controls) DCR Dimmable and controllable via ROAM® (no controls)[5] PIRH 180° motion/ambient light sensor, 15-30' mtg ht[6]	**Shipped installed** SF Single fuse (120, 277, 347V)[7] DF Double fuse (208, 240, 480V)[7] HS House-side shield[8] SPD Separate surge protection[9] **Shipped separately[3]** BSW Bird-deterrent spikes WG Wire guard VG Vandal guard	DDBXD Dark bronze DBLXD Black DNAXD Natural aluminum DWHXD White DSSXD Sandstone DDBTXD Textured dark bronze DBLBXD Textured black DNATXD Textured natural aluminum DWHGXD Textured white DSSTXD Textured sandstone

NOTES

1. MVOLT driver operates on any line voltage from 120-277V (50/60 Hz). Specify 120, 208, 240 or 277 options only when ordering with fusing (SF, DF options), or photocontrol (PE option).
2. Available with 30 LED/700mA options only (DSXW2 LED 30C 700). DMG option not available.
3. Also available as a separate accessory; see Accessories information.
4. Photocontrol (PE) requires 120, 208, 240 or 277 voltage option. Not available with motion/ambient light sensors (PIR or PIRH).
5. Specifies a ROAM® enabled luminaire with 0-10V dimming capability; PER option required. Not available with 347V, 480V or PIRH. Additional hardware and services required for ROAM® deployment; must be purchased separately. Call 1-800-442-6745 or email: sales@roamservices.net.
6. Specifies the Sensor Switch SBGR-6-ODP control; see Motion Sensor Guide for details. Includes ambient light sensor. Not available with "PE" option (button type photocell) or DCR Dimming driver standard.
7. Single fuse (SF) requires 120, 277 or 347 voltage option. Double fuse (DF) requires 208, 240 or 480 voltage option.
8. See the electrical section on page 2 for more details.
9. Requires luminaire to be specified with PER option. Ordered and shipped as a separate line item.

Accessories

Ordered and shipped separately.

DLL127F 1.5 JU	Photocell - SSL twist-lock (120-277V)[9]
DLL347F 1.5 CUL JU	Photocell - SSL twist-lock (347V)[9]
DLL480F 1.5 CUL JU	Photocell - SSL twist-lock (480V)[9]
SC U	Shorting cap[9]
DSXWHS U	House-side shield (one per light engine)
DSXWBSW U	Bird-deterrent spikes
DSXW2WG U	Wire guard accessory
DSXW2VG U	Vandal guard accessory
DSXW2BBW DDBXD U	Back box accessory (specify finish)

LITHONIA LIGHTING

One Lithonia Way • Conyers, Georgia 30012 • Phone: 800.279.8041 • Fax: 770.918.1209 • www.lithonia.com

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Performance Data

Lumen Output

Lumen values are from photometric tests performed in accordance with IESNA LM-79-08. Data is considered to be representative of the configurations shown, within the tolerances allowed by Lighting Facts. Actual performance may differ as a result of end-user environment and application. Actual wattage may differ by +/- 8% when operating between 120-480V +/- 10%. Contact factory for performance data on any configurations not shown here.

LEDs	Drive Current (mA)	System Watts	Dist. Type	40K (4000 K, 70 CRI)					50K (5000 K, 70 CRI)				
				Lumens	B	U	G	LPW	Lumens	B	U	G	LPW
20C (20 LEDs)	530	36 W	T2S	3,876	1	0	1	108	3,429	1	0	1	95
			T2M	3,694	1	0	1	103	3,267	1	0	1	91
			T3S	3,833	1	0	1	106	3,390	1	0	1	94
			T3M	3,794	1	0	1	105	3,356	1	0	1	93
			T4M	3,717	1	0	2	103	3,288	1	0	1	91
			TFTM	3,864	1	0	1	107	3,418	1	0	1	95
			ASYDF	3,454	1	0	2	96	3,056	1	0	2	85
	700	47 W	T2S	4,776	1	0	1	102	4,794	1	0	1	102
			T2M	4,552	1	0	1	97	4,569	1	0	1	97
			T3S	4,723	1	0	2	100	4,741	1	0	2	101
			T3M	4,675	1	0	2	99	4,693	1	0	2	100
			T4M	4,581	1	0	2	97	4,598	1	0	2	98
			TFTM	4,761	1	0	2	101	4,779	1	0	2	102
			ASYDF	4,257	1	0	2	91	4,273	1	0	2	91
	1000	74 W	T2S	6,327	1	0	1	84	6,351	1	0	1	85
			T2M	6,029	1	0	2	80	6,052	1	0	2	81
			T3S	6,256	1	0	2	83	6,280	1	0	2	84
			T3M	6,193	1	0	2	83	6,216	1	0	2	83
			T4M	6,067	1	0	2	81	6,090	1	0	2	81
			TFTM	6,307	1	0	2	84	6,330	1	0	2	84
			ASYDF	5,638	2	0	2	75	5,660	2	0	2	75
30C (30 LEDs)	530	54 W	T2S	5,280	1	0	1	98	5,769	1	0	1	107
			T2M	5,137	1	0	2	95	5,613	1	0	2	104
			T3S	5,214	1	0	1	97	5,696	1	0	1	105
			T3M	5,298	1	0	2	98	5,789	1	0	2	107
			T4M	5,228	1	0	2	97	5,712	1	0	2	106
			TFTM	5,223	1	0	2	97	5,707	1	0	2	106
	700	71 W	T2S	6,513	1	0	1	92	7,118	2	0	2	100
			T2M	6,337	2	0	2	89	6,925	2	0	2	98
			T3S	6,431	1	0	2	91	7,028	1	0	2	99
			T3M	6,536	1	0	2	92	7,143	2	0	3	101
			T4M	6,449	1	0	2	91	7,047	1	0	2	99
			TFTM	6,444	1	0	2	91	7,042	1	0	2	99
	1000	109 W	T2S	8,697	2	0	2	80	9,501	2	0	2	87
			T2M	8,462	2	0	2	78	9,244	2	0	2	85
			T3S	8,588	1	0	2	79	9,381	2	0	2	86
			T3M	8,728	2	0	3	80	9,534	2	0	3	87
			T4M	8,611	1	0	2	79	9,407	2	0	2	86
			TFTM	8,604	2	0	2	79	9,399	2	0	2	86

Note:
Available with phosphor-converted amber LED's (nomenclature AMBPC). These LED's produce light with 97+% >530 nm. Output can be calculated by applying a 0.7 factor to 4000K lumen values and photometric files.

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Performance Data

Lumen Ambient Temperature (LAT) Multipliers

Use these factors to determine relative lumen output for average ambient temperatures from 0-40°C (32-104°F).

Ambient		Lumen Multiplier
0°C	32°F	1.02
10°C	50°F	1.01
20°C	68°F	1.00
25°C	77°F	1.00
30°C	86°F	1.00
40°C	104°F	0.98

Electrical Load

LEDs	Drive Current (mA)	System Watts	Current (A) 120	208	240	277	347	480
20C	350	25 W	0.23	0.13	0.12	0.10	-	-
	530	36 W	0.33	0.19	0.17	0.14	-	-
	700	47 W	0.44	0.25	0.22	0.19	-	-
	1000	73 W	0.68	0.39	0.34	0.29	-	-
30C	350	36 W	0.33	0.19	0.17	0.14	-	-
	530	54 W	0.50	0.29	0.25	0.22	-	-
	700	71 W	0.66	0.38	0.33	0.28	0.23	0.16
	1000	109 W	1.01	0.58	0.50	0.44	-	-

Projected LED Lumen Maintenance

Data references the extrapolated performance projections for the **DSXW2 LED 30C 1000** platform in a **25°C ambient**, based on 10,000 hours of LED testing (tested per IESNA LM-80-08 and projected per IESNA TM-21-11).

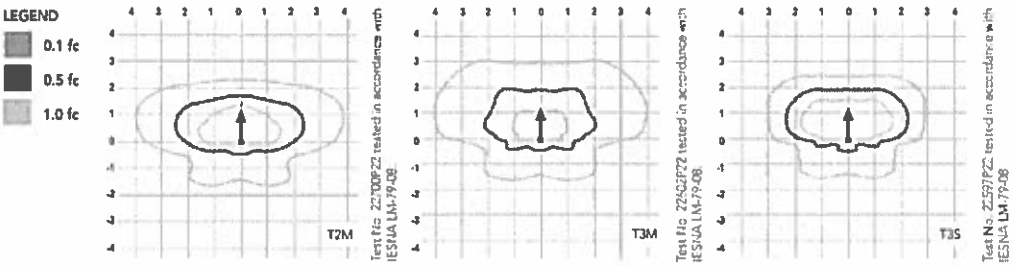
To calculate LLF, use the lumen maintenance factor that corresponds to the desired number of operating hours below. For other lumen maintenance values, contact factory.

Operating Hours	0	25,000	50,000	100,000
Lumen Maintenance Factor	1.0	0.95	0.92	0.87

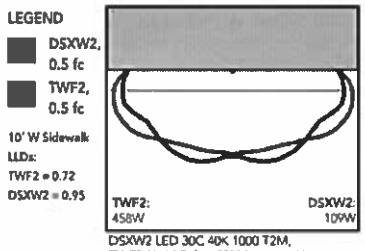
Photometric Diagrams

To see complete photometric reports or download .ies files for this product, visit Lithonia Lighting's D-Series Wall Size 2 homepage.

Isofootcandle plots for the DSXW2 LED 30C 1000 40K. Distances are in units of mounting height (25').



Distribution overlay comparison to 400W metal halide.



DSXW2 LED 30C 40K 1000 T2M, TWF2 400M Pulse, 25' Mounting Ht

FEATURES & SPECIFICATIONS

INTENDED USE

The energy savings, long life and easy-to-install design of the D-Series Wall Size 2 make it the smart choice for building-mounted doorway and pathway illumination for nearly any facility.

CONSTRUCTION

Two-piece die-cast aluminum housing has integral heat sink fins to optimize thermal management through conductive and convective cooling. Modular design allows for ease of maintenance. The LED driver is mounted to the door to thermally isolate it from the light engines for low operating temperature and long life. Housing is completely sealed against moisture and environmental contaminants (IP65).

FINISH

Exterior parts are protected by a zinc-infused Super Durable TGIC thermoset powder coat finish that provides superior resistance to corrosion and weathering. A tightly controlled multi-stage process ensures a minimum 3 mils thickness for a finish that can withstand extreme climate changes without cracking or peeling. Available in textured and non-textured finishes.

OPTICS

Precision-molded proprietary acrylic lenses provide multiple photometric distributions tailored specifically to building mounted applications. Light engines are available in 3000 K (80 min. CRI), 4000 K (70 min. CRI) or 5000 K (70 CRI) configurations.

ELECTRICAL

Light engine(s) consist of 10 high-efficacy LEDs mounted to a metal-core circuit board to maximize heat dissipation and promote long life (L87/100,000 hrs at 25°C). Class 1 electronic drivers have a power factor >90%, THD <20%, and a minimum 2.5KV surge rating. When ordering the SPD option, a separate surge protection device is installed within the luminaire which meets a minimum Category C Low (per ANSI/IEEE C62.41.2).

INSTALLATION

Included universal mounting bracket attaches securely to any 4" round or square outlet box for quick and easy installation. Luminaire has a slotted gasket wireway and attaches to the mounting bracket via corrosion-resistant screws.

LISTINGS

CSA certified to U.S. and Canadian standards. Rated for -40°C minimum ambient.

DesignLights Consortium® (DLC) qualified product. Not all versions of this product may be DLC qualified. Please check the DLC Qualified Products List at www.designlights.org to confirm which versions are qualified.

WARRANTY

Five year limited warranty. Full warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx.

Note: Specifications subject to change without notice.

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