

October 2, 2014

By Electronic Mail

East Lansing Planning Commission
City of East Lansing
410 Abbot Road
East Lansing, Michigan 48823

RE: Park District Investment Group – proposed Building A

Dear Commissioners:

The following information is provided as a preliminary response to issues raised by planning staff or members of the Planning Commission during its meeting on September 24, 2014. Representatives of Bergmann and PDIG will be available for further discussion at the meeting scheduled for October 8th. We would again encourage everyone to explore the numerous existing Hotel Indigo franchises at www.hotelindigo.com.

It should be noted that although Building A can be developed in harmony with the DTN proposal, Building A is also submitted as a separate site plan application that can be approved and developed independently.

Issue: Should the second floor hotel restaurant/bar be required to close at midnight?

Response: This facility will be located inside the hotel on the second floor, and thus subject to observation of hotel staff and security. It would be directly contrary to the business interests of the hotel owner and operator to encourage the patronage of the typical college age demographic. And further, the hotel needs the option of operating hours to 2:00 am (in accord with state law) to accommodate hotel guests (and this is only an option since market conditions may dictate an earlier closing time).

Issue: Are the proposed vehicle lifts undependable or unusual?

Response: As set forth in our previous correspondence, vehicle lifts are commonly used throughout the United States (in at least twenty-two other cities) and hydraulics have been viable technology since before World War II. The cost of a lift is approximately \$7,500 per unit. The units rarely fail provided they are inspected and serviced on a regular basis (every six to twelve months). If the bottom parking space is empty, the vehicle on the lift can be raised or lowered in less than 10 seconds. With a car below, the process takes about 90 seconds. PDIG's consulting engineer (that has experience installing lifts) has been interfacing with one possible vendor, Park Plus, Inc., that has over 25,000 double parking lifts in operation in North America (www.parkplusinc.com). Onsite Engineering/Maintenance staff will be trained to perform repairs on these units as there are only 3 major components to the system – hydraulic cylinder/valve (tighten-replace as needed), chain (repair link or replace as needed), and frame (welding if frame is damaged – by local welding contractor).

Issue: How will hotel guests driving their own vehicle get to the hotel?

Response: The hotel guests that are driving their own vehicle will be provided with directions for access to the hotel. Sample directions are generally set forth below:



From the West: Grand River or Michigan to Delta, north to Albert, east on Albert to the north garage entrance or turn south on Abbot to the east canopy entrance.

From the East: Grand River to MAC, north to Albert, west on Albert to the north garage entrance or Abbot south to the east canopy entrance.

From the North: South on Abbot, west on Albert to the north garage entrance or continue Abbot south to the east canopy entrance.

Anyone attempting to enter northbound on Abbot will be directed to the north, Albert Street entrance by taking a legal left on Abbot. PDIG will consult with city staff to determine the best practicable manner (by barrier or otherwise) to discourage an illegal turn into the east drop-off entrance. It is in the best interest of the hotel owner and operator to implement an efficient plan.

Issue: Should PDIG be required to buy 100 municipal parking permits?

Bergmann and the PDIG team has provided a very detailed shared parking study based on methodology provided by the Urban Land Institute and the Metropolitan Area Planning Council. This study, previously provided to the Planning Commission, confirms that there is expected to be a surplus of parking on site.

PDIG requests that any condition to purchase permits be based on parking needs, i.e. agree to purchase up to 100 municipal permits as needed.

Issue: Should all lights point down and away from adjoining buildings?

Given the height of the building, PDIG requests that it also be allowed to have upward facing lights provided that they do not shine upon adjacent buildings or into the sky.

Issue: Will residents without vehicles be encouraged to live in Building A?

Response: Yes. Building A is adjacent to central campus and downtown East Lansing. According to the US Census, approximately 30% of East Lansing residents walk or bike to work. The added cost of parking will provide a disincentive to park a vehicle at a cost between \$145 and \$185 per month (in the valet garage).

Issue: How many valet employees will be required and is there adequate space for a vehicle queue.

Response: As shown on the attached plans, there is space to queue 19 vehicles in the lower level of Building A and five or six vehicles in the east drop-off entrance. As set forth below, this capacity readily exceeds the requirements of the site. Using a worst case scenario, the maximum number of valet staff required will be nine persons at the expected peak period around 5:00 pm. The average valet staffing level is slightly more than four persons. The maximum vehicle queue is expected to be five (5) vehicles. Reducing the valet staff to seven would increase the queue to about ten vehicles at the peak period, still within the valet stacking space. Please note that all these requirements are potential maximums and are expected to be lower.

In our previous response letter regarding Building A, a mistake was made in the site scope description for Valley Court in that it included the language for bike lanes which are not proposed for this roadway. The following is the corrected verbiage to describe the work proposed for Valley Court.

- **The realignment of Valley Court including, but not limited to, curb and gutter, sidewalks, and pavement;**



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If you have any questions or require any clarifications prior to any public meetings, please do not hesitate to contact our office. We look forward to the upcoming Planning Commission meeting on October 8, 2014.

Sincerely,



Todd C. Arend, AIA, PMP
Project Manager

