

June 6, 2007

Mr. Todd J. Sneathen, P.E.  
Director of Public Works  
City of East Lansing  
410 Abbott Road  
East Lansing, MI 48823

RE: Proposed Meijer Gas Station  
Lake Lansing Road and Marfitt Road  
Traffic Impact Study Review

Dear Mr. Sneathen:

C2AE was engaged to review the Traffic Impact Study prepared by Tetra Tech (TT) for the proposed Meijer Gas Station on Lake Lansing Road at Marfitt Road. The proposed gas station operation will increase activity along the existing commercial corridor. While the corridor is busy, most of the congestion is located at the intersection of Coolidge Road and Lake Lansing Road which is approximately ¼ mile from the proposed gas station near Marfitt Road.

The gas station will be integrated into the existing Meijer Shopping Center which is presently served by five driveways on three streets. The proposed gas station operation anticipates adding a new driveway (with right in / right out operation) on Lake Lansing Road. This will distribute traffic utilizing the gas station to all six driveways located on three streets. Two driveways will be located on Lake Lansing Road. The existing driveway near the western portion of the complex would service most of the eastbound traffic and the proposed driveway located near the eastern side of the complex would serve the westbound traffic. These two driveways will serve a majority (75-80%) of the trips generated by the new development. The balance of the trips will be served by the remaining four driveways on Coolidge and Marfitt.

The traffic impact study has been prepared in accordance with accepted traffic engineering principles. Conclusions and recommendations contained therein are logical and sound. The recommendations call for construction of a right-in / right-out driveway on Lake Lansing Road to serve the new gas station operation in accordance with the City of East Lansing standards. Right-in / right-out driveways inherently have few operational impacts on through traffic on the arterial roadway.

The only measurable impact on the transportation network level of service will be a reduction from Level A to Level B for eastbound Lake Lansing Road traffic at the existing driveway during the A.M. peak period. Construction of the proposed gas station will have minimal impact on traffic operations in the area due to three factors. First, 50 – 60% of the trips generated by the gas station are projected to be “pass-by” trips. Pass-by trips are decisions by drivers to utilize the facility incidental to another existing trip purpose which would have occurred regardless of the presence of the gas station.

Mr. Sneathen  
Page 2  
June 6, 2007

Secondly, the existing Meijer Shopping Center driveways and circulation patterns will assist in distributing traffic to several points of access to serve the gas station operation. Finally, the proposed right-in / right-out driveway will be an inherently efficient operation. The new driveway coupled with the existing Lake Lansing Road driveway further to the west will function within acceptable levels of service.

In summary, the Traffic Impact Study prepared on behalf of Meijer Inc. for the Proposed Meijer Gas Station is complete and provides an accurate assessment of the anticipated traffic impacts associated with the development. Further, the impacts as set forth in the report will be minimal to the existing and future users of the transportation network in the adjacent vicinity.

Please feel free to contact me if you need additional clarification of the information contained in this report or wish to discuss the issues in greater detail.

Sincerely,

C2AE

David A. Berridge, P.E.  
Project Manager

DAB/mlh/07182



# TRANSPORTATION COMMISSION

Quality Services for a Quality Community

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| June 22, 2007

East Lansing Planning Commission  
410 Abbott Road  
East Lansing, Michigan 48823

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Dear Planning Commission Members:

At their regularly scheduled meeting of June 18, 2007, the East Lansing Transportation Commission discussed the Traffic Impact Study for the proposed development of a gas station at the corner of Marfitt and Lake Lansing Road. The gas station would be located within the current Meijer store parking lot and property

Based on their review of the traffic impact study, the commission agreed with the study's conclusions and the independent engineering review that this project would have minimal impact on the existing road network. The study also indicated that an average of 50-60% of the vehicles using the proposed facility would be "pass by" trips. These are trips that are incidental to another preplanned that would have occurred regardless of the presence of the gas station.

At the conclusion of their discussions, the Commission voted unanimously to approve the traffic impact study as submitted. They also recommended the inclusion of the deceleration lane as a condition of the site plan approval.

These were the recommendations made by the Transportation Commission.

Respectfully,

Todd Sneathen, Secretary  
Transportation Commission

## Darcy Schmitt - Meijer Gas Station

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**From:** Todd Sneathen  
**To:** Schmitt, Darcy  
**Date:** 6/27/2007 3:52 PM  
**Subject:** Meijer Gas Station

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Darcy,

As we discussed, the Transportation Commission reviewed and discussed the traffic impact study for the proposed Meijer Gas Station. They had no concerns except for the inclusion of the deceleration lane into the proposed site from Lake Lansing.

In answer to the question of vehicles traveling from Coolidge to Abbey to Marfitt to enter the site from the east. Two engineering firms were involved in this study, Tetra Tech prepared it on behalf of Meijer and C2AE reviewed it on behalf of the City. Both firms have significant expertise in trip generation and traffic analysis. Neither firm considered this as a viable travel pattern and for that reason did not analyze it. The other question with regard to the growth rate of 2% being to low. Every 5 years, a long range transportation model is developed for the region by the Tri-County Regional Planning Authority. The model is reviewed by MDOT and FHWA. This model takes into account a number of factors which include population, land use, zoning, road network, etc. The model then produces growth rates and trip generation numbers based on these factors. The current model is developed for the year 2030. As part of another project, the City is currently reviewing the Lake Lansing and Coolidge intersection for future improvements to increase capacity. It is my understanding that the growth factors produced by the model for this intersection depending on direction are in the 20% to 30% range which equates to 0.8% to 1.2% per year. Therefore, it is my opinion that the 2% factor for an intersection in close proximity to Coolidge and Lake Lansing is a reasonable assumption.

Todd

Todd J. Sneathen, P.E.  
Director of Public Works  
City of East Lansing  
517-337-9459 (Office)  
517-337-3943 (Fax)

**From:** Jane Meddaugh  
**To:** Darcy Schmitt  
**Date:** 6/27/2007 11:34 AM  
**Subject:** Meijer Gas Station proposal

Darcy:

In response to your question regarding the effect a gas station at Meijer would have on the property value of surrounding residential properties; it is difficult to make a value judgement until there is actual evidence displayed in sales transactions.

Actual sales of surrounding properties are the best indicators of any influence on a property value a gas station at the Meijer location might have. I can tell you historically that most gas stations do not affect the value of nearby subdivisions, as zoning laws require adequate buffers and set backs to the point that neighborhoods tucked in behind a commercial property like Meijers are not adversely affected. In fact the convenience that accessible services brings to the area usually is a benefit to properties.

If the property is unsightly and unkept, noisy and rowdy, it could have a negative influence on nearby property, however, Meijer, in my professional opinion, based on working with their representatives for nearly 30 years has always been a good neighbor and extremely conscientious of the needs of the community.

But to reiterate, the truest indicator of the affect the gas station would have, would be the difference in property sale value before the gas station went in compared to the values after the gas station was operational, less any other influences such as current market trends due to economic conditions.

Jane Meddaugh  
Ass't City Assessor  
Assessing Administrator  
517 (319)6827  
jmeddau@cityofeastlansing.com



Darcy C. Schmitt  
Planning and Zoning Administrator  
City of East Lansing Department of Planning and Development  
410 Abbott Road  
East Lansing, MI 48823

Dear Darcy,

We appreciate your efforts to facilitate discussions between the City of East Lansing, Meijer and the surrounding neighbors regarding our request to construct a convenience store at our store location on Lansing Road. I was glad for the opportunity to meet with a number of the neighbors at the June 11 meeting and I hope they found the meeting to be helpful and informative.

One question was raised as to why the neighborhood meetings had only been attended by corporate representatives of Meijer and not Chris Wilson, the Store Director of our Lake Lansing store. As I said in the meeting, with matters related to property acquisition or store development, we usually rely on corporate resources so that we can allow the Store Director to focus on running the store. As you know, site planning activities such as the addition of our proposed convenience store, require a substantial amount of time focused on studies, evaluations, design and meetings with municipal representatives and others. It has simply always been our practice to manage those activities for all of our stores, in all five states, from our Real Estate and Design Development staff in Grand Rapids.

It is our normal practice to keep the Store Director informed about the progress of the development activities for the store they are responsible for. In this case, we make a point of keeping Chris up to date on our discussions with the City of East Lansing and the community members. The feedback I received at the meeting about store conditions has been shared with Chris and other operations leadership so that those issues will be addressed.

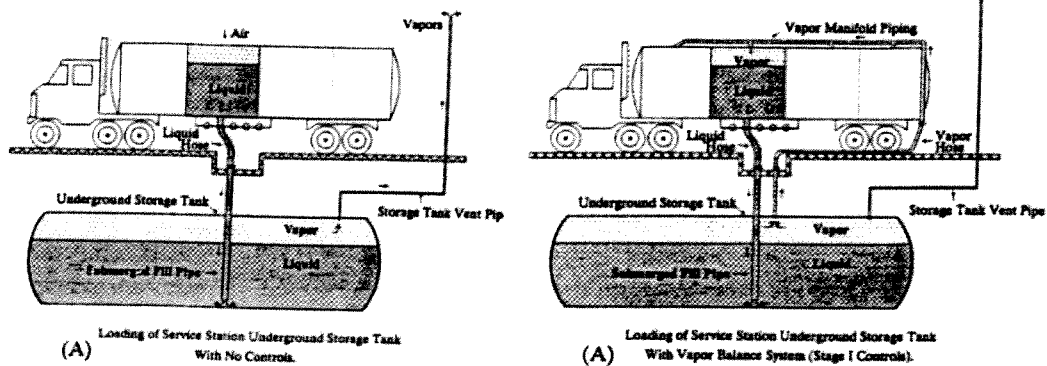
Finally, we are always happy to invite a local Store Director to any function where he or she can add value. If you think that having Chris available for a meeting with neighborhood members or the planning commission public hearing, or any subsequent meetings, we would be happy to invite him.

Sincerely yours,  
Meijer

Susan Vanderploeg  
Senior Vice President Properties

# Stage I Vapor Recovery

Stage I Vapor Recovery controls the vapors during the transfer of product from the tanker to the underground storage tanks. Without SIVR, when the tanker delivers product into the underground storage tank (UST), gasoline laden vapor is pushed out the UST vents and into the ambient air equal to the amount of liquid delivered. With SIVR, a separate connection from the product fill hose is made between the tanker and the UST at the vent connection. A control valve installed on the top of the vent that prevents vapors from escaping the UST. As fuel is delivered, the vapors in the UST are returned to the tanker for transportation back to the refinery where they can be reprocessed. See attached diagram.



# Stage II Vapor Recovery

Stage II vapor recovery (SIIVR) deposits displaced vapors from the vehicle gas tank into the underground fuel tanks during vehicle refueling. When fuel is pumped from the USTs without SIIVR the product entering the vehicle tank forces vapor out of the tank into the ambient air. Air from the atmosphere also enters the USTs through the vents and dilutes the vapors in the UST. Vapors are then released from the liquid in the UST to reach equilibrium. The result is a product loss through vaporization as well as increasing ambient air contaminant levels. With SIIVR controls vapors from the vehicle tank are captured by the dispenser equipment and deposited back into the UST. This maintains the vapor/liquid equilibrium balance in the UST.

